POLYGLOT EATING.

The Paris correspondent of a London paper has made a diligent and evidently most conscientious exploration of all the restaurants connected with the Exhibition—French, Turkish, American, Dutch, German, Algerine, Danish, etc. His account of the refreshments offered, and the manner of service, is piquant:—

THE FRENCH CAFES.

The morning is the time to set out, at 10 o'clock, when, entering by the street of La Lorraine, you may commence with the Universal Restaurant, just as the waiters, in a body, white-aproned and in shirt-sleeves, are finishing their breakfast. The early meal at this station is charged for half-a-crown, and dinner double that amount, including very fair claret, although I see visitors adding to their repasts such remarkable combinations of ices, coffee, chocolate, sherbets, and other extras, that no wonder they look aghast at their bills. At Goupet's the managers pride themselves particularly on their store of English comestibles, and Crosse & Blackwell's pickles and sauces, Huntley & Palmer's biscuits, and, of course, Allsop's and Bass' ales, and Barclay & Perkins' porters, the last of which, next to the pale ale, is the most hugely consumed. With these, I notice mountains of radishes, in red profusion, fresh from market, and the attendants engaged in preparing them, not in the kitchen, but in the saloon, on the very tables they are soon to decorate; also, cartloads, literally, of asparagus of such a size as we rarely see at home; stacks of cucumbers, heaped-up baskets, very odorous and suggestive of ripe flavors within; rising pyramids of strawberries, cherries, and apricots; a golden wealth of oranges; but nothing, it must be confessed, very cheap.

THE AMERICAN QUARTER.

* * * I am now, I am sure, getting near the continent of America. There are gilded announcements of sherry-cobblers, brandy-smash, brandy, gin, and whisky cocktails. And no where are the United States themselves, with colored waiters—not all, for you may espy in the back room certain graceful young ladies in floating raiment of white—and Sambo is particularly alert and civil. The inducements to linger are, among others, iced milk-punch in perfection, "fresh oysters on the shell from New York," "strawberry short-cake," and a "ladies' parlor with piano." In no other department throughout the Exhibition can I find the word "gent," addressed in letters of gold to possible customers.

THE ORIENTAL STYLE.

By a transition a little startling you come, all at once, upon a Tunisian coffee-shop, lightly built of wood, painted in crimson, amber, green, and lead color, pink, blue, and gold, with little semi-Saracenic arches and Arabic inscriptions, but not yet open for business; indeed, everywhere a great deal yet remains to be done. Next door China is preparing a "chop-house," in two tints of deep blue and an abundance of vermilion, with a sort of pagoda lintel over the doorway. The genuine Turkish house of entertainment is also unfinished; but Roumania supplied us with a sabet from the hands of a most elegant and decorous young lady, picturesquely attired, though only in a semi-Oriental fashion, and also with a glass of her native wines, for which the price is tenpence. You may also, however, have dulceata, placinte, blacavale, and cataifsu, or, if afraid of them, soda, lemonade, or seltzer water.

THE RUSSIAN FASHION.

I arrive next in Italy, where rose-colored and white dresses, black hair, and dark eyes flutter and wave and sparkle behind the bar; and next in Russia, where the undress of the male waiters is a white linen coat, with a sort of military collar, girded by a Holland belt, in which a corkscrew is thrust, as though it were a dagger; but the full dress is a garment of the same cut, composed of a material resembling silk, and the color brilliant blues and scarlets. The lady wears a white bodice, having a crimson vest over it, both much *decolletee*, the latter more so than the former, and supported by scarlet braces passing over the shoulder, short, full, white muslin sleeves, a skirt rather ample, rose-colored, reaching, and only reaching, to the ground, all richly embroidered with gold, and on her head a high red and gold tiara, the general effect, with her clear complexion, regular features, and calm expression, being far from unpleasing. I should not forget a pair of prodigious earrings. What am I invited to take at this establishment? So far as I can tell you, nothing except Bass' pale ale. There are certain hieroglyphics upon the windows, which, could I decipher them, offer something else.

SWEDISH PUNCH.

Sweden is very importunate on the subject of Swedish punch. I must stop, though not for this, because I am trying to sketch the costumes, and do not tell me that it is only women who care for these things. Half the books of travel in our libraries are occupied with them. My only idea in taking the circuit of the Exhibition building, to make a note or two concerning them, was in order that visitors having a curiosity in such matters might know where to satisfy it. Here is a damsel of demure and decisive appearance, presiding over the Swedish punch-bowl, wearing, round the back knot of her light, tightly-braided hair, a plain white linen cap, in shape like a "demi-crown," and clad in a simple white kerchief, a black and red bodice—this, too, upheld by braces of the same colors—and a short skirt of black, pink and white stripes. She will serve you at your pleasure, either with the aforesaid "royal punch," or strong beer, or native qualities of that beverage called "Scotch" and "Bavarian," or barley-brandy, or coffee-punch, or arrack, or "rhum" in many forms, which are not too advisable.

THE GERMANS.

The Austrian furnishers aim only at elegance, abundance, and good quality. I would mention, however, that the sweetness, purity, nutritive qualities, and general excellence of their bread have been the subject of much remark. They are, in this respect, far superior to ourselves, and even to the French, who, by-the-way, have of recent years seen a considerable diminution in the fame of their bakers. One French journalist declares that a Vienna roll which he ate at Vienna was the most exquisite in the world. Austria, in order to prove her superiority, has established a bakery in the Exhibition Park, and thence are sold, all over Paris, daily, delicious titbits, made as only Austrians can make them, which excite the envy of the native tradesmen. I must, however, hasten on, or I shall never get to the end of the world. I could get nothing to eat or drink in Wurtemberg, Baden, or Hesse. They have brought over plenty of hams, aromatic bread from Ulm, coffee, chocolate, wine, and beer, bonbons and cider, and hitherto seem to have locked them up; but Bavaria is present in white-braided dresses and silver-embroidered jackets, and many German liquors; as also, slightly modified in outward aspect, is Prussia.

THE ALGERINES.

The Algerine, "Abraham Ali Ben," sits with a portly presence, while his servitors carry about the neat and pretty little tables coffee and tea at twopence halfpenny a cup and "salep" at fourpence. The waiters are youths in fez caps, red waistbands, baggy knickerbockers of various hues, and more or less dirty brown stockings, and yellow boots. This is not a buffet. It is a recess in a wall, where the coffee is made by Abraham Ben Ali's assistants, and the decoction thus prepared, though little is given for the small sum charged is by no means of an inferior kind, as seems to think the puffy old Orientalists who now and then swagger to the spot. You may also enjoy Guava patty, a hundred sorts of jellies, punch made of Martinique rum, orange wine, or grape wine, now a Christmas sweet, and ginger cream. And here ends for a time my pilgrimage of what the French call "degustation."

Diary of a Hot Week.

Sunday—Day of rest; of course nothing can be done.

Monday—Being early in the week, don't be too precipitate in beginning anything.

Tuesday—Determine not to let the week go by without achieving something brilliant.

Wednesday—Resolve on vigorous measures or to-morrow.

Thursday—Mature yesterday's deliberations.

Friday—Rather too late in the week to do anything.

Saturday—Give yourself up to society, and consult friends (who know best) what is to be done next.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

SUMMER ARRANGEMENT.
NINE DAILY TRAINS.

On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—

At 7·45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazelton, 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 Catawissa Railroad, for Rupert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 12·05 A. M.; at Wilkesbarre at 2 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 11·55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 8·45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, 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 1·30 P. M.—Express for Bethlehem, 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.

At 2·45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales for Sumneytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington; for Lumberville at Doylestown.

At 5·20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, 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.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at 9·15 A. M., 2·05 and 8·40 P. M.

2·05 P. M. train makes direct connection with Lehigh Valley 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 Bethlehem at 6·15 P. M., and arrive in Philadelphia at 8·40 P. M.

From Doylestown at 8·25 A. M., 5·10 P. M., and 7·40 P. M.

From Lansdale at 7·30 A. M.

From Fort Washington at 11·30 A. M. and 3·05 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·45 P. M.
Doylestown to Philadelphia at 7·20 A. M.
Bethlehem to Philadelphia at 4·30 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.

ELLIS CLARK, Agent.

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

1 1½ No. 105 S. FIFTH Street.

PENNSYLVANIA 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 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.

Sleeping 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. 901 Chesnut street, or No. 1 South Eleventh street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8·00 A. M.
Paoli Accommodation, No. 1	10·00 A. M.
Fast Line and Erie Express	12·10 P. M.
Paoli Accommodation, No. 2	1·00 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·30 P. M.
Western Accommodation Train	5·40 P. M.
Cincinnati Express	7·30 P. M.
Erie Mail	7·30 P. M.
Paoli Accommodation, No. 3	9·00 P. M.
Philadelphia Express	11·15 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves 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, No. 137 DOCK Street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	1·15 A. M.
Philadelphia Express	7·10 A. M.
Erie Mail	7·10 A. M.
Paoli Accommodation, No. 1	8·20 A. M.
Parkesburg Train	9·20 A. M.
Lancaster Train	12·40 P. M.
Fast Line and Erie Express	1·10 P. M.
Paoli Accommodation, No. 2	4·10 P. M.
Day Express	6·20 P. M.
Paoli Accommodation, No. 3	7·00 P. M.
Harrisburg Accommodation	9·50 P. M.

For further information apply to

JOHN C. ALLEN, Ticket Agent,
No. 901 CHESNUT Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

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.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

SHORTEST ROUTE TO THE SEA-SHORE!
CAMDEN AND ATLANTIC RAILROAD.
THROUGH IN TWO HOURS.

Five Trains daily to Atlantic City, and one on Sunday.

On and after SATURDAY, June 29, 1867, trains will leave VINE Street Ferry, as follows:—

Special Excursion	6·00 A. M.
Mail	7·30 A. M.
Freight, with Passenger Car attached	9·15 A. M.
Express (through in two hours)	2·00 P. M.
Atlantic Accommodation	4·15 P. M.

RETURNING—LEAVES ATLANTIC:

Special Excursion	5·18 P. M.
Mail	4·40 P. M.
Freight	11·40 A. M.
Express (through in two hours)	7·03 A. M.
Accommodation	5·45 A. M.

Junction Accommodation to Jackson and intermediate Stations leaves Vine street.........5·30 P. M.
Returning leaves Jackson.........6·28 A. M.

HADDONFIELD ACCOMMODATION TRAINS

Leave Vine street at.........10·15 A. M., 2·00 P. M.
Leave Haddonfield at.........1·00 P. M., 3·15 P. M.

SUNDAY MAIL TRAIN TO ATLANTIC CITY

Leaves Vine street at 7·30 A. M., and Atlantic at 4·40 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. 828 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.

D. H. MUNDY,
6 24 tf Agent.

ANNAMESSIC SHORT LINE

AND

United States Mail Route to the South and Southwest.

On and after JULY 3, trains will leave Depot Philadelphia, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at 3·30 P.M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannah, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile, New Orleans, and intermediate points.

For tickets and information inquire at Offices, Nos. 411 and 828 CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenue. [7 1 3m

H. V. TOMPKINS, General Agent, Norfolk, Va.
C. J. TROWBRIDGE, General Passenger Agent.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad 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.

Goods delivered at the Through Freight Depot, S. E. Cor. of FRONT and NOBLE Streets, before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming Valleys before 11 A. M. of the succeeding day.

ELLIS CLARK,
6 26 1m Agent.

WEST JERSEY RAILROAD.

SUNDAY MAIL TRAIN FOR CAPE MAY.

Commencing SUNDAY, June 23, 1867, the SUNDAY MAIL AND PASSENGER TRAIN will leave Philadelphia, foot of Market street (upper ferry), at 7 A. M. Returning leave Cape Island at 5 P. M., stopping at principal Stations only.

Fare, $3·00. Excursion Tickets, $4·00. Good this day and train only.

WILLIAM J. SEWELL,
6 20 19 1 Superintendent.

RAILROAD LINES.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

Commencing TUESDAY, July 2, 1867.

9·00 A. M. Morning Mail.
3·00 P. M. Cape May Passenger.

RETURNING TRAINS LEAVE CAPE ISLAND.

6·20 A. M. Morning Mail.
5·00 P. M. Cape May Express.

Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J.

Through tickets can be procured at No. 828 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.

An additional Fast Express train will be added on Saturday, July 13, leaving Philadelphia at 4·00 P. M.; returning, leave Cape Island at 9·00 A. M.

The SUNDAY MAIL and PASSENGER TRAIN leave Philadelphia at 7·00 A. M., returning leave Cape Island at 5·00 P. M.

WEST JERSEY RAILROAD LINES,
from foot of MARKET Street (Upper Ferry).
Commencing TUESDAY, July 2, 1867.

8·00 A. M. Morning Mail, for Bridgeton, Salem, Millville, Vineland, and intermediate stations.
9·00 A. M. Cape May, Morning Mail.
3·00 P. M. Cape May Accommodation.
3·30 P. M. Bridgeton and Salem Passenger.
6·00 P. M. Woodbury Accommodation.
Cape May Freight leaves Camden at 9·20 A. M.
West Jersey Freight Train leaves Camden at 12 M. (noon).

Freight will be received at Second Covered Wharf below Walnut street, from 7·00 A. M. until 5·00 P. M. Freight received before 9·00 A. M. will go forward the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue.

7 2 tf WILLIAM J. SEWELL, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENTS.

On and after MONDAY, June 24, 1867, Trains will leave Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

WEST CHESTER TRAINS.

Leave Philadelphia for West Chester, at 7·15 A. M., 11 A. M., 2·30 P. M., 4·15 P. M., 4·50 P. M., 7·00 P. M., and 10·30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 6·15 A. M., 7·15 A. M., 7·30 and 10·45 A. M., 1·55 P. M., 4·50 and 6·50 P. M.

Trains leaving West Chester at 7·30 A. M., and leaving Philadelphia at 4·50 P. M., will stop at B. C. Junction and Media only.

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 4·50 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 depot.

ON SUNDAYS.

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 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 7·15 A. M. and 4·30 P. M., and leaving West Chester at 7·30 A. M. and 4·30 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 apparel 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.

HENRY WOOD,
4 1 tf General Superintendent.

1867.—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, Accom.	$2·25
At 8 A. M., via Camden and Jersey City, Express Mail	3·00
At 2 P. M., via Camden and Amboy, Express	3·00
At 5 P. M., via Camden and Amboy, Accommodation and Emigrant, 1st class	2·25
2d class	1·50

At 8 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, 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 Delanco.

At 5 and 10 A. M., 1, 2, 4, 5, 6, and 11·30 P. M., for Florence.

At 5 and 10 A. M., 1, 4, 5, 6, and 11·30 P. M., for Edgewater, Riverside, Riverton, and Palmyra.

At 5 and 10 A. M., 1, 4, 6, and 11·30 P. M., for Fish House.

The 1 and 11·30 P. M. Lines leave from Market Street Ferry, upper side.

LINES FROM KENSINGTON DEPOT

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, Fare, $3.

At 8, 10·15 and 11 A. M., 2·30, 3·30, 4·30, 5, and 12 P. M., for Trenton and Bristol.

At 8 and 10·15 A. M., 2·30, 5, and 12 P. M., for Morrisville and Tullytown.

At 8 and 10·15 A. M., 2·30, 4·30, 5, and 12 P. M., for 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, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD.

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

At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc.

At 8 A. M. and 3·30 P. M. for Belvidere, 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.

Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—

At 1·30 and 6·30 P. M. Washington and New York Express Lines, via Jersey City, Fare, $3 25.

The 6·30 P. M. Line will run daily. All others, Sundays excepted.

WM. H. GATZMER, Agent.

June 3d, 1867.

PHILADELPHIA, 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 8·30 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 11·50 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 3·10 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, 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 Newcastle, Middletown, Clayton, Smyrna, Dover, Camden, Felton, Harrington, Milford, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Norfolk, Portsmouth, and the South.

Night Express at 11·00 P. M. (daily) for Baltimore and Washington.

Passengers by Boat from Baltimore for Fortress Mounroe and Norfolk will take the 11·50 A. M. Train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and 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 Railroad 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, 6·35 P. M., Express 8·15 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8·35 P. M., stopping at Havre-de-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. 828 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.

4 8½ H. F. KENNEY, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangements. On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7·15 A. M. and 4·30 P M.

Leave Rising Sun at 5·15 and Oxford at 6·06 A. M., and leave Oxford at 3·25 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11·15 A. M., Oxford at 12·00 M., and Kennett at 1·00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2·30 P. M., running through to Oxford.

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

The Train leaving Philadelphia at 4·30 P. M. runs to Rising Sun, Md.

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

5 11½ HENRY WOOD, General Sup't.

WILLIAM S. GRANT
COMMISSION MERCHANT,
No. 33 S. DELAWARE Avenue, Philadelphia,
AGENT FOR

Dupont's Gunpowder, Refined Nitre, Charcoal, Etc., W. Baker & Co.'s Chocolate, Cocoa, and Broma, Crocker Bros. & Co.'s Yellow Metal Sheathing, Bolts, and Nails. 1 24½

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, May 6, 1867.

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. Returning, leaves Reading at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.

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, Hagerstown, etc. etc.

This train connects at READING 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 Cumberland Valley and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, 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.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·20 A. M., stopping at intermediate Stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 6·30 P. M.; arrives in Pottstown at 8·45 P. M.

READING ACCOMMODATION.

Leaves Reading at 7·30 A. M., stopping at all way stations, arriving at Philadelphia at 10·15 A. M. Returning, leaves Philadelphia at 5·00 P. M.; arrives in Reading at 7·45 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2·10 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 6·45 P. M.

HARRISBURG 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 Philadelphia at 9·10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12·45 noon for Pottsville and all way stations. Leaves Pottsville at 7·00 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 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 1·00 P. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 9 A. M., and 5 and 8 P. M., passing Reading at 1·00 A. M. and 1·50 and 10·08 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 arrival of the Pennsylvania express from Pittsburg, at 3 and 8·45 A. M., and 9 P. M., passing Reading at 4·48 and 10·30 A. M., and 4·20 and 11·15 P. M., and arriving in New York at 10·10 A. M., and 4·40 and 5·20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2·10 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11·30 A. M., and 7·15 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7·50 A. M. for Pinegrove and Harrisburg, and 1·50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3·20 P. M., and from Tremont at 7·35 A. M. and 5·25 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all 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 sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, 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 families and firms.

SEASON TICKETS.

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

CLERGYMEN

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

EXCURSION TICKETS

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

FREIGHT.

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 5·30 A. M., 12·45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILS

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. 4 8½

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after Wednesday, May 1, 1867.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 3¼, 3¾, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 6, 6¾, 7, 8, 9, 10, 11 P. M.

The 8·20 Down Train and 3¾ and 5¾ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10¾ P. M.
Leave Germantown 8¼ A. M., 1, 6, 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9 and 11 P. M.

Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2 and 7 P. M.
Leave Chesnut Hill 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5¼, 6¼, 8·05, and 11½ P. M.

Leave Norristown 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2·30 and 7·15 P. M.
Leave Norristown 7 A. M., 5·30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5¼, 6¼, 8·05, 9½, and 11½ P. M.

Leave Manayunk 6·10, 7½, 8·20, 9½, and 11½ A. M., 2, 3½, 5, 6¼, 9, and 10½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.

W. S. WILSON, General Superintendent,
30 Depot, NINTH and GREEN Streets.

PHILADELPHIA AND ERIE RAILROAD.—

SUMMER TIME TABLE.

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

ELEGANT 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:—

WESTWARD.

Mail Train leaves Philadelphia	7·00 P. M.
" " leaves Williamsport	4·30 A. M.
" " arrives at Erie	4·08 P. M.
Erie Express leaves Philadelphia	12·00 noon.
" " leaves Williamsport	8·45 P. M.
" " arrives at Erie	10·00 A. M.
Elmira Mail leaves Philadelphia	8·00 A. M.
" " leaves Williamsport	6·45 P. M.
" " arrives at Lock Haven	8·10 P. M.

EASTWARD.

Mail Train leaves Erie	10·25 A. M.
" " leaves Williamsport	10·10 P. M.
" " arrives at Philadelphia	7·00 A. M.
Erie Express leaves Erie	5·00 P. M.
" " leaves Williamsport	4·25 A. M.
" " arrives at Philadelphia	1·00 P. M.
Elmira Mail leaves Lock Haven	7·15 A. M.
" " leaves Williamsport	8·35 A. M.
" " arrives at Philadelphia	5·40 P. M.

Mail and Express connect with all trains on Warren and Franklin Railway. Passengers leaving Philadelphia at 12·00 M. arrive at Irvineton at 6·40 A. M. and Oil City at 9·50 A. M.

Leaving Philadelphia at 7·30 P. M., arrive at Oil City at 4·35 P. M.

All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through.

ALFRED L. TYLER,
1 1½ General Superintendent.

GOVERNMENT
PROPERTY AT PRIVATE SALE
PITKIN & CO.

AWNINGS, WAGON COVERS, BAGS, ETC.

If you want an extra Awning very cheap, let our awning makers take the measure, and make it from a lot of 1500 hospital tents, lately purchased by us, many of which are entirely new, and of the best 12 ounce duck. Also, Government Saddles and Harness of all kinds, etc.

PITKIN & CO.,
6 5 3m Nos. 337 and 339 North FRONT Street.

SHIPPING.

STEAM TO LIVERPOOL—CALLING at Queenstown.—The Inman Line, sailing semi-weekly, carrying the United States Mails.

RETURN TICKETS TO PARIS AND BACK, FIRST CLASS, $230 GOLD.

CITY OF BALTIMORE	Saturday, July 6
CITY OF LONDON	Saturday, July 13
ETNA	Wednesday, July 17
CITY OF PARIS	Saturday, July 20
EDINBURGH	Wednesday, July 24

And each succeeding Saturday and Wednesday, at noon, from Pier No. 45 North River.

RATES OF PASSAGE

By the mail steamer sailing every Saturday,

Payable in Gold.		Payable in Currency.	
First Cabin	$110	Steerage	$35
To London	115	To London	35
To Paris	125	To Paris	48

Passage by the Wednesday Steamers:—First Cabin, $110; Steerage, $30. Payable in U. S. Currency.

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.

Steerage passage from Liverpool or Queenstown, $40 currency. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's office.

JOHN G. DALE, Agent,
No. 15 BROADWAY, N. Y.,
8 7½ or No. 411 CHESNUT St., Philadelphia.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE

FOR NEW ORLEANS, LA.

STAR OF THE UNION, 1076 tons, Capt. T. N. Cooksey.
JUNIATA, 1215 tons, Captain P. F. Hoxie.
TIOGA, 1075 tons, Captain J. F. Morse.

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 wharf below Spruce street).

The TIOGA will leave New Orleans for this port June 29.

Through bills of lading signed for freight to Mobile, Galveston, Natchez, Vicksburg, Memphis, Nashville, Cairo, St. Louis, Louisville, and Cincinnati.

WILLIAM L. JAMES, General Agent,
4 2½ No. 314 S. Delaware avenue.
Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE

FOR SAVANNAH, GA.

TONAWANDA, 850 tons, Captain Wm. Jennings.
WYOMING, 850 tons, Captain Jacob Teal.

The steamship TONAWANDA will leave for the above port on Saturday, July 6, at 8 o'clock A. M., from Arch street wharf.

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

WILLIAM L. JAMES, General Agent,
No. 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell. [4 1½

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 Roanoke Railroad, and to Lynchburg, Va., Tennessee, and the West, via Norfolk, Petersburg, South-Side Railroad, 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.

Steamships insure at lowest rates, and leave regularly from first wharf above Market street.

Freight received daily.

WM. 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. 6 1

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE FOR WILMINGTON, N. C.

The steamship PIONEER, 812 tons, Captain J. Bennett, will leave for the above port on Saturday, July 6, at 8 o'clock A. M., from Pier 18 (second wharf below Spruce street).

Bills of lading signed at through and reduced rates to all principal points in North Carolina.

Agents at Wilmington, Worth & Daniel.

WILLIAM L. JAMES, General Agent,
4 1½ No. 314 S. Delaware avenue.

HAVANA STEAMERS.

SEMI-MONTHLY LINE,
CARRYING THE UNITED STATES MAIL.

The Steamships

HENDRICK HUDSON.........CAPTAIN HOWES
STARS AND STRIPES.........CAPTAIN HOLMES

These Steamers will leave this port for Havana every other Tuesday at 8 A. M.

The Steamship STARS AND STRIPES (Holmes, Master), will sail for Havana on TUESDAY MORNING, July 16, at 8 o'clock.

Passage to Havana, $50 currency.

No freight received after Saturday.

For Freight or Passage apply to

THOMAS WATTSON & SONS,
5 18 No. 140 N. DELAWARE Avenue

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with 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.

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. 6 1

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

TAPSCOTTS, BROTHERS & CO.,
No. 36 SOUTH Street, and No. 23 BROADWAY,
1 1 Or to THOS. T. SEARLE, No. 217 WALNUT St.

OPPOSITION TO MONOPOLY.—DAILY LINE FOR BALTIMORE, via Chesapeake and Delaware Canal.

Philadelphia 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).

Carrying all description of Freight as low as any 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, etc. etc.

For further information, apply to

JOHN D. RUOFF, Agent,
5 16½ No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

Express Steamboat Company Steam Propellers leave Daily from first wharf 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 Wall street, New York. 1 tf

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.,
1 1½ No. 132 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons 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 caulker, 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 call.

Having the agency for the sale of "Wetterstedt's 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. HAMMITT,
Kensington Screw Dock,
1½ DELAWARE Avenue, above Laurel street.

GAS STOVES FOR
COOKING AND HEATING,
BY GAS AND AIR COMBINED.

THE JAR

The Best, the Cheapest, the Surest, the most Reliable, the most easily cleaned, the self-sealing, self-testing, Flexible Cap CARLISLE JAR.

THE REPEATING LIGHT,
PRICE, 75 CENTS.

PATENT ICE CREAM FREEZERS

CHARLES BURNHAM & CO.,
NO. 119 SOUTH TENTH STREET
6 14 1m Corner of Sansom.

AUCTION SALES.

PHILIP FORD, Auctioneer.
McCLELLAND & CO
(Successors to Philip Ford & Co.)
AUCTIONEERS, No. 506 MARKET Street.

SAMUEL C. FORD & SONS, AUCTIONEERS No. 127 S. FOURTH Street.

Sales of Real Estate, Stocks, Loans, etc., at Philadelphia Exchange, every Friday at 12 o'clock, noon.

Our sales are advertised in all the daily and several of the weekly newspapers, by separate handbills of each property, and by pamphlet catalogues, one thousand of which will be issued on Wednesday preceding each sale.

REAL ESTATE AT PRIVATE SALE.

J. M. GUMMEY & SONS, AUCTIONEERS No. 508 WALNUT Street.

Hold Regular Sales of
REAL ESTATE, STOCKS, AND SECURITIES AT THE PHILADELPHIA EXCHANGE.

Handbills of each property issued separately.

1000 catalogues published and circulated, containing full descriptions of property to be sold, as also, a partial list of property contained in our Real Estate Register, and offered at private sale.

Sales advertised daily in all the daily newspaper

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH Street.

Sale Nos. 139 and 141 South Fourth street.

HANDSOME WALNUT FURNITURE, PIANO FORTES, FRENCH PLATE MIRRORS, FIRE-PROOF SAFES, HANDSOME VELVET AND BRUSSELS CARPETS, ETC.

On Friday Morning,

At 9 o'clock, at the auction rooms, a very excellent assortment of Furniture, handsome Rosewood and Walnut Parlor Furniture, handsome Walnut Chamber Suits, superior Chamber and Dining-room Furniture, fine Centre Tables, Piano Fortes, in Rosewood and Mahogany cases; fine French Plate Pier and Oval Mirrors, superior Fire-Proof Safes, Iron Chests, 4 handsome Walnut Book Cases, 27 superior Walnut Desks, Oil Paintings and Engravings, Refrigerators, Counters, handsome Brussels, Velvet, and other Carpets, etc. etc. 1t

ELEGANT ROSEWOOD AND WALNUT FURNITURE, CHICKERING GRAND PIANO FORTE, HANDSOME MIRRORS, VERY ELEGANT AXMINSTER CARPET, RICH CUT GLASSWARE, ETC.

On Monday Morning,

July 8, at 10 o'clock, at No. 1811 Pine street, by catalogue, the entire Furniture. [7 3 2t

BY THOMAS BIRCH & SON, No. 1110 CHESNUT Street, above Eleventh Street.

Sale at No. 1110 Chesnut street.

SUPERIOR HOUSEHOLD FURNITURE, ROSEWOOD PIANO-FORTES, CARPETS, MIRRORS, BILLIARD TABLE, PLATED WARE, RUSTIC FURNITURE, ETC.

On Friday Morning.

At 9 o'clock, at the auction store, at No. 1110 Chesnut street, will be sold a large assortment of superior parlor, chamber, and dining-room furniture.

Also velvet, Brussels, and other carpets; French-plate mantel and pier mirrors; spring and hair mattresses; vases; China, plated ware, etc.

SUPERIOR ROSEWOOD PIANO-FORTES.

Two very superior first-class piano-fortes, made by Schlater & Co., of New York.

Two do. do. do. Gale & Co.

BILLIARD TABLE.

One billiard table complete.

RUSTIC FURNITURE.—Also rustic chairs, settees etc. [7 2 2t

PANCOAST & WARNOCK, AUCTIONEERS, No. 240 MARKET STREET.

JOHN B. MYERS & CO., AUCTIONEERS Nos. 232 and 234 MARKET Street.

B. SCOTT, JR., AUCTIONEER, No. 1020 CHESNUT Street.

LUMBER.

1867.—SELECT WHITE PINE BOARDS AND PLANK.
4-4, 5-4, 6-4, 2, 2½, 3, and 4 inch
CHOICE PANEL AND 1st COMMON, 16 feet long
4-4, 5-4, 6-4, 2, 2½, 3, and 4 inch
WHITE PINE, PANEL PATTERN PLANK.
LARGE AND SUPERIOR STOCK ON HAND.

1867.—BUILDING! BUILDING!
BUILDING!
LUMBER! LUMBER! LUMBER!
4-4 CAROLINA FLOORING.
5-4 CAROLINA FLOORING.
4-4 DELAWARE FLOORING.
5-4 DELAWARE FLOORING.
WHITE PINE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
STEP BOARDS.
RAIL PLANK.
PLASTERING LATH.

1867.—CEDAR AND CYPRESS SHINGLES.
LONG CEDAR SHINGLES.
SHORT CEDAR SHINGLES.
COOPER SHINGLES.
FINE ASSORTMENT FOR SALE LOW.
NO. 1 CEDAR LOGS AND POSTS.

1867.—LUMBER FOR UNDERTAKERS!
LUMBER FOR UNDERTAKERS!
RED CEDAR, WALNUT, AND PINE.

1867.—ALBANY LUMBER OF ALL KINDS
ALBANY LUMBER OF ALL KINDS.
SEASONED WALNUT.
DRY POPLAR, CHERRY, AND ASH.
OAK PLANK AND BOARDS.
MAHOGANY,
ROSEWOOD, AND WALNUT VENEERS.

1867.—CIGAR-BOX MANUFACTURERS.
CIGAR-BOX MANUFACTURERS.
SPANISH CEDAR BOX BOARDS.

1867.—SPRUCE JOIST! SPRUCE JOIST!
SPRUCE JOIST!
FROM 14 TO 32 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
6 1 rp½ No. 2500 SOUTH STREET.

U. S. BUILDERS' MILL,
NOS. 24, 26, AND 28 S. FIFTEENTH ST.,
ESLER & BRO., Proprietors.

ways on hand, made of the Best Seasoned Lumber, at low prices,

WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS.

Newels, Balusters, Bracket and Wood Mouldings.

WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS.

Walnut and Ash Hand Railing, 3, 3½, and 4 inches.

BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 6 12½

F. H. WILLIAMS,
Seventeenth and Spring Garden.
BUILDING LUMBER
AND HARD WOODS. [5 15 wsm2m

J. C. PERKINS,
LUMBER MERCHANT.
Successor to R. Clark, Jr.,
NO. 324 CHRISTIAN STREET.

Constantly on hand a large and varied assortment of Building Lumber. 5 24½

HARDWARE, CUTLERY, ETC.

CUTLERY.

A fine assortment of POCKET and TABLE CUTLERY, RAZORS, RAZOR STROPS, LADIES' SCISSORS PAPER AND TAILORS' SHEARS, ETC., AT

L. V. HELMOLD'S
Cheap Store, No. 135 South TENTH Street,
1 1 8 Three doors above Walnut.

STOVES, RANGES, ETC.

CULVER'S NEW PATENT
DEEP SAND-JOINT
HOT-AIR FURNACE.
RANGES OF ALL SIZES.

Also, Phllegar's New Low Pressure Steam Heating Apparatus. For sale by

CHARLES WILLIAMS,
5 10½ No. 1132 MARKET Street.

THOMPSON'S LONDON KITCHENER OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Boilers, Stewhole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers.

SHARPE & THOMSON,
5 27 stuth6m No. 209 N. SECOND Street.

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

Machine Work and Millwrighting promptly attended to. 1 1½