CITY INTELLIGENCE

[FOR ADDITIONAL LOCAL STEMS SEE OUTSIDE PAGES.] AN INJUNCTION AGAINST THE SOUTH STREET BRIDGE MOVEMENT.—The City Solicitor, on behalf of the city, has filed in the Supreme Court, in equity, a preliminary injunction to restrain the Commissioners for the construction of the Footh Street Bridge from proceeding with the work. The application for the injunction sets forth that the city did not request the passage of the acts of 1868 and 1867, providing for the building of the bridge, but against the passage of the last-named act, and while the bill was in the bands of the Governor and unsigned by him, protested by resolutions of Councils. Also, that the Mayor of the city and Presidents of the two Chambers, named in the act as Commissioners, had since named in the act as Commissioners, had since the first day of June abstained from meeting the Commission, and have taken no further part therein. Again, that any contract or contracts that shall be made for the construction of a bridge across the Schuylkill at South street must be made with the city of Philadelphia, according to the provisions of existing laws governing such contracts, and that according thereto such contracts must be preceded by an appropriation duly made by Councils, and that any loan required to meet the amount of such contract must be made in compliance with the acts of Assembly regulating city leans. The application closes as follows:—

"That by reason of the late civil war, the cost of materials and of labor has so much in-

creased that it has not been practicable, at any time since the 16th day of May, A. D. 1861, to construct the said bridge for the sum of \$250,000. and, by reason of the said Rebellion, the city of Philadelphia has incurred so many and so large expenditures as to seriously embarrass its finances, impair its credit, and to render the construction of said bridge at any time since said date both improper and impracticable, and that the levying of the whole cost of construction of said bridge upon the city of Philagelphia will be an imposing upon it of more than its share of the taxes necessary to be assessed and levied for the construction thereof.

"That unless said defendants, acting as such commissioners, are restrained by the order of this honorable court, great and irreparable loss and damage will be sustained by plaintiffs; that an attempt to add so largely to the public debt of plaintiffs, without their consent, will greatly impair the value of their public loans, and greatly increase the cost of raising funds by loan, for their future need.

'Your orators aver and charge that the said acts of April 5, 1866, and of April 5, 1867, are in violation of the Constitution of this

BOARD OF GUARDIANS OF THE POOR .- The regular meeting of the Guardians of the Poor was beld yesterday afternoon, President Erety in the chair. The following business was transacted:—The House Agent reported the whole number in the house on Saturday, July 6, 1867, 2808; same time last year, 2838; decrease, 30. Admitted within the last two weeks, 192; births, 8; deaths, 24; discharged, 110; elegand, 31; reaths, 24; discharged, 110; elegand, 31; 8; deaths, 24; discharged, 110; eloped, 31; num-ber granted lodgings, 46; number granted meals, 176. Total number of males in the house, 1183, and females, 1625; number of males and females in the Insane Department, less assistants, 565. The Out-door Agent reported having collected for support cases, \$652; emigrant tax, \$628. Steward reported the house receipts

at \$43.26. at \$43.26.

The Board of Visitors reported having expended for the month, \$957.41; \$143.41 for medicines; \$784 for groceries, and \$30 for coal. The Board also reported that 366 Americans, 546 foreigners, and 1027 children, making a total of 1939, had received out-door relief.

A resolution, instructing the committee to re-ceive proposals for supplying the Almshouse with meats during the coming year, and to receive proposals for furnishing eighty cords of fire-wood, was offered by Mr. Whitall, and adopted. The Steward's requisitions were read and

granted. Adjourned. FAIRMOUNT MATTERS .- New Turbine wheels are to be obtained for Fairmount Water Works, at an expense of \$125,000, the particulars of which improvement and expenditure we have already published. These will take the place of the old breast wheels Nos. 2 and 3, pronounced by the Chief Engineer as unsafe and insufficient, It is proposed that the Turoine wheels offered for the purpose be submitted to an actual test by the Chief Engineer, in the presence of the owners, and the Committee on Water of Councils, and that the merits or defects of each of them be specifically and at once pointed out.

The jury selected by the Court to assess the damages on the property lying between the Reading Railroad, Fairmount and the Park, have organized by the election of William Neal as chairman. The jury will meet at the Park in September, for the purpose of viewing the pre-

THE GIBARD ESTATE.—The property No. 1111 Chesnut street, belonging to the Girard estate, has been obtained possession of, and will be converted into a handsome store. It will have two additional stories placed on it, and run back to the rear alley, making the dimensions of it 25 by 132 feet, a desirable stand for bust-

The properties Nos. 1115 and 1117 it was proposed to consolidate, at an expense of \$25,000, but the bill has been recommitted to the Committee on Girard Estate for further consideration, Common Council being unwilling to assent to the terms of the original ordinance. The property No. 1117 cannot be obtained possession of until next October, so that there is time for a further examination upon the part of Councils as to the best disposition to make of the properties.

THE FINANCE COMMITTEE .- Last evening the Finance Committee of Councils held a meeting. The question of collecting all outstanding taxes of five years' standing was taken into con

It was moved to report an ordinance to authorize the City Collector to proceed to col-lect all unpaid taxes according to the act of Legislature of 1866. A debate arose as to the means by which the taxes should be collected. Mr. Marcer called attention to the act of 1859, authorizing the Receiver of Taxes to appoin

The Committee directed the chairman to re-port a bill authorizing the City Solicitor hereafter to collect all delinquent taxes.

CORNER-STONE LAID .- The corner-stone of the Oxford Presbyterian Church, at Broad and Oxford streets, was laid at 5 o'clock yesterday afternoon, in the presence of a targe number of persons. Rev. F. L. Robbins Pastor, assisted by Henry Simons, Esq. President of the Board of Trustees, officiated at the laving of the stone, and addresses were made by Rev. Albert Barnes and Rev. Mr. Mears. A description of the proposed new edifice has already

Boys DROWNED.-James Phillips, aged nine years, and residing at No. 507 S. Seventeenth street, was drowned yesterday afternoon, at 2 o'clock, while bathing in a pond at Twenty-second and Washington avenue. Another boy, named James Fleids, aged twelve years, and living at No. 1232 Sorrel street, was drowned while bathing at pier No. 1, Port Richmond. The body was not recovered.

THE TAX ON MORTGAGES .- The Mayor has signed the resolution passed by Councils, "That it is inexpedient to lay any tax whatever on morteages, believing that money at interest should command six per cent, to the lender, and any attempt on the part of Councils to tax secu-rities would inevitably tend to depress real estate and drive capital away from our city."

ENLARGING .- Workmen are now engaged in enlarging the office of the Prothonotary of the Court of Common Pleas, in the State House Row, by removing the wall which divided it from the room lately occupied by the Clerk of

... The only disadvantage of a honest heart is

MARINE TELEGRAPH. For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA-THIS DAY. SUN RIBES 4'37 MOON RIBES SUN SETS 7'32 HIGH WATER

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

MOVEMENTS OF OCEAN STEAMERS.

FOR AMERICA.	
Peruvian	20
Chicago Liverpool New York June	21
Bavaria	21
AtalantaJune	2
Cuy of LondonLiverpoolNew YorkJune	
HibernianLiverpoolQuebecJune	24
Pennsylvania Liverpool New York June	28
Golding Star Havre New YorkJune	-2
Alemannia, Southampton New YorkJune	2
BosphornsLiverpoolBostonJune	
ScotiaLiverpoolNew YorkJune	25
EdinburghLiverpoolNew YorkJune	2
FOR EUROPE.	
RossiaJuly	1
C. of Dublin New York Liverpool	1

Union New York Bremen
Ville de Paris New York Havre
Wanhattaa. New York Liverpool
NorthernLight New York Liverpool
Cof London New York Liverpool
Saxonia New York Liverpool
Britannia New York Liverpool
Britannia New York Giasgow
COASTWINE, DOMESTIC, ETC. Philada. Wilmingtor New York Aspinwall. New York Havana. Philada. Savannah .Philada...... New Orles .New York...New Orles .Philada

CLEARED YESTERDAY.

Brig Princeton, Wells, Boston, Blakiston, Graeff & Co.

Brig Attie Durkee, Butler, Rotterdam, E. A. Souder &
Co. chr Carlos Primiero, Mosquita, New York. Jose de Schr C. Heyer, Poland, Boston, Van Dusen, Lochman & Co. Schr D. Faust, Lord, Boston, Day, Huddell & Co. Schr Maria Jane, Jones, Providence, Rommell & Hunschr C. S. Carstairs, Price, Providence, Connor & Co. Schr D. Pierson, Pierson, Boston, Borda, Kellar &

Nutting.
Schr E. F. Hart, Hart, Salem, Sinnickson & Co.
Schr J. Nelson, Cavaller, Boston, J. R. Tomlinson,
Schr A. Field, Pettit, Fall River, Castner, Stickney &
Wellington. Schr A. Field, Pettit, Fall River, Castner, Stickney & Wellington.
Schr J. W. Fish, Wiley, Fall River,
Schr J. W. Fish, Wiley, Fall River,
Schr Reading RR. No. 49, Robinson, Pawtucket, Blakiston, Graeff & Co.,
Schr J. S. Watson, Houck. Cambridgeport, Captain,
Schr Clio, Brannin, Miliville, Captain, Captain,
Schr A. Hugel, Robinson, Portsmouth, Captain,
Schr H. A. Rogers, Frambes, Boston, Captain,
Str J. S. Shriver, Dennis, Baltimore, A. Groves, Jr.
Str Ann Eliza, Richards, New York, W. P. Clyde & Co.
Tug Thos, Jefferson, Alien, for Baltimore, with a tow
of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY.
Steamship Chase, Harding, 40 hours from Providence, with mose to D. S. Steison & Co.
Brig Princeton, Wells, from New Haven, via New York. York.
Schr Wm. Tice, Tice, from Providence, in ballast to captain. 5th Inst., 11 P. M., off Reedy Island, had mainmast struck by lightning, and destroyed; all bands were prostrated by the shock, but none seriously injured.

Schr Carrie Heyer, Poland, from Boston, in ballast to captain. On the night of the 2d inst., off Barnegat, Joseph McNeill, seaman, of Boston, aged 35 years, was lear eventored.

to captain. On the night of the 2d inst., off Barnegat, Joseph McNeill, seaman, of Boston, aged 35 years, was lost overboard.

Schr Gertrude, Coalwell, 14 days from 82, John, N. B. with lumber to J. W. Gaskill & Co.
Schr D. Babcock, Colcord, 16 days from Bangor, with lumber to J. W. Gaskill & Sons.
Schr Progress, Foxwell, 3 days from Dorchester, in ballast to J. T. Justus.
Schr Kedash, Trainer, 3 days from Dorchester, in ballast to J. T. Justus.
Schr Mary Elizabeth, Evans, 1 day from Milford, with grain to J. Barratt.
Schr Mary Elizabeth, Evans, 1 day from Milford, with grain to J. Barratt.
Schr Neilie May, McLaughlin, from Norfolk.
Schr A. Hugel, Robinson, from Newburyport.
Schr S. S. Lee, Nutting, from Salem.
Schr A. Hugel, Robinson, from Boston.
Schr E. F. Hart, Hart, from Boston.
Schr C. S. Carstairs, Price, from Boston.
Schr D. Pierson, Pierson, from Boston.
Schr H. A. Rogers, Frambes, from New York.
Schr J. Bradley, Bradley, from Norwich.
Schr T. Clyde, Scull, from Tauntonsville,
Schr J. W. Fish, Wiley, from Providnece,
Steamer Mount Vernon, Kerst, 24 hours from New York, with mose, to captain.
Steamer Sarah, Jones, 24 hours from New York, Steamer Mount Vernon. Kerst, 24 hours from York, with mose, to captain.

Steamer Sarah, Jones, 24 hours from New York, with make, to W. M. Baird & Co. Steamer Mayflower, Robinson, 24 hours from New York, with make, to W. M. Baird & Co. Steamer S. C. Walker, Sherin, 24 hours from New York, with make, to W. M. Baird & Co. Steamer S. M. Felton, Davis, 6 hours from Cape May, with passengers to capisin. Passed off the Brandywine a brig, name unknown, bound up; off Reedy Island schr J. J. Spencer, from Cardenas; and off Chester an unknown barque, bound up.

Tug Thos, Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

AT QUARANTINE. Barque Charles Gumm, from Nevas

MEMORANDA. Ship Lancaster, Jackson, hence, at Bremerhaven 22d ltimo. Steamship Saxon, Matthews, hence, at Boston yes-erday. Barque Cynthia Palmer, Witmer, hence for Rotter-Barque Cypthia Palmer, Witmer, hence for Rotter-dam, was off the Lizard 21st ult. Barque Annie Ada. Cann, for Philadelphia, cleared at New York yesterday, Barque Maximilian. Hatfield, hence, at Palmouth

25th uit.

Brig Echo, Gowrie, hence, at Londonderry 24th uit.
Brig Hilda, Nesson, hence, at Liverpool 23d uit.
Schr F. R. Baird, Ireland, for Philadelphia, was towed to sea from New Orleans 23d uit.
Schrs Goddess, Kelly, from Pawtucket, and Mary Farrow, Congdon, from Bangor, both for Philadelphia, at Newport 5th inst.
Schr Mary and Frances, hence, at Richmond 5th instant. instant. Schr Paugussett, Waples, hence, at Alexandria 5th Instant.

Schris Alvarado, Whitney: H. P. Simmons, Corson:
Armenia, Cole: and A. Howe, Coombs, hence, at New-Schrs Admiral, Steelman, and F. A. Sawyer, Reed, hence, at Salem 4th Inst. Schrs J. T. Weaver, Weaver, hence, at Newburyport Schrs S. C. Tyler, Steelman, and A. Garwood, God-frey, bence, at Salem 4th inst. Schrs Anna E. Safford, Hanson, from New Bedford, and Adelaide, Crowley, from Somerset, both for Phiadelphia, at Newport 6th inst.
Schr L. R. Wines, for Philadelphia, sailed from New London 5th inst.
Schrz Moonlight, Berry, from Boston, and Jas. Neilion. Haskell, from Taunton, both for Philadelphia, at Newport 5th inst.
Schra Copy and J. H. Deputy, hence for Barnstable, at New London 5th inst.
Schra Gen. Grant and Resding BR, No. 45, hence, at Norwich 4th inst.
Schr A. T. Stewart, from New York for Philadelphia, at New London 5th inst.

Phia, at New London 4th 1034.

NOTICE TO MARINERS.

The United States steamer Lackswanna returned to Honolniu May 4 from the French Frigate Shoals, the scene of the wreck of the Daniel Wood, having been absent nine days, and brought the first and third officers and twenty-five men of the wrecked vessel, and three whaleboats. Captain Reynolds gives some facts which will be of interest to navigators generally, to whalers bound north and China bound vessels. The location of the shoal as there given is N, lat. 23 88 to 23 23, and W, lon. 166 60 to 166 2c. The shipwrecked men of the Wood state that during their stay on the shoal they noticed an almost constant current setting very strongly to the westward, but they had no means of ascertaining its velocity. The existence of such a strong westerly current during most of the year in this ocean of which there is no reasonable doubt, is a very important point for the Pacific Mail Steamship Company to consider in determining the best route for their ships to take in going to Japan and China. Masters of salling vessels should also bear in mind the existence of these currents when cruising in this latitude, as no doubt the loss of the Daniel Wood was in part owing to it. This current is said to be from Chickens lightly were the content of the Hen and Chickens lightly were the content of the Hen and Chickens lightly were the content of the Hen and Chickens lightly were the content of the Hen and

The fog bell is broken on board the Hen and Chickens lightyessel, which will be replaced immediately by a new one. This led to the recent erroneous report of the bell on the Sow and Pigs yessel not being

WESTCOTT & CEORGE.

SUCCESSORS TO

PHILIP WILAON & CO., IMPORTERS AND DEALERS IN GUNS, PISTOLS RIPLES, CRICKET, AND

BASE BALL IMPLEMENTS. VIBRING TACKLE, BRATES, CROQUET, ABCHERY, ETC., NO. 400 CHESNUT STREET
PHILADELPHIA.

UNITED STATES REVENUE STAMPS.—
Principal Depot. No. 104 UHESNUT Street.
Central Depot. No. 108 South Fifth Street, one door
below Chesnut. Batablehed 186.
Revenue Stamps of every description constantly of in any amount. ers by Mail or Express oromptly attended to.

MEDICAL.

THE DAILY EVENING TELEGRAPH—PHILADELPHIA, TUESDAY, JULY 9, 1867.

DOND'S EXTRACT OF HAMAMELIS

OR PAIN DESTROYER
Is one of the few domestic remedies which have come
into general use and lavor without putting. It is the
product of a simple shruit, harmiess in all ossess, and,
as a domestic remedy unregulate.

BURNS,
BURNS,
BURNS,
BOHA,
BOHA,
STINGS,
SORENANS
SORETHROAT,
TOOTRACHE,
EARACHE,

OR PAIN DESTROYER
Without putting. It is the
product of a simple shruit, harmiess in all ossess, and,
as a domestic remedy unregulate.

BURNS,
BOHA,
STINGS,
SORE FYES,
NOSE,
NOSE,
STOMACR,
STOMACR, BURNS, BRUISES, LAMENESS SORENESS SPRAINS, SORE THROAT, TOOTHACHE, EARACHE, EARACHE, ARLUMATISM LUMBAGO, PLIMS

SIMILIA SIMILIBUS CURANTUR. HUMPHREYS' HOMEOPATHIC SPECIFIOS.

FAMILY CASES

smaller Family and Travelling cases, with 20 to 28 vials

to 28 vials

pectities for all Diseases, both for Curing and lor Preventive treatment, in vials and pocket cases.

These Remedies, by the case or single box, are sent only part of the country, by Mail or Express, free of harge, on receipt of the price.

Address—HUMPHREYS SPECIFIC HOMEOPATHIC MEDICINE COMPANY, Office and Depot, No. 522 BROADWAY, New York, Dr. HUMPHREYS is consulted daily at his office, ersonally or by letter, as above, for all forms of isease. disense. For sale by DYOTT & CO., JOHNSON, HOL-LOWAY & COWDEN, T. R. CALLENDER, and AMBRORE SMITH, Wholesale Agents, Philadelphia, and at ELITHE'S Drug Store, No. 3120 Market street, and by all Druggista. 3 ltuths 6m

MISCELLANEOUS.

No. 1101 CHESNUT Street.

E. M. NEEDLES & CO.,

N. W. Cor. Eleventh and Chesnut, OFFER AT A

GREAT SACRIFICE

EWHITE FRENCH BRILLIANTES.

Ladies who have used THESE GOODS will

not fall to appreciate them at the prices, 25, 30, 35 Cents-

No. 1101 CHEENUT Street.

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

THE JAR

The Best, the Chespest, the Surest, the most Reliable, the most easily cleaned, the self-sealing, self-testing, Fiexible Cap CARLISLE JAB.

THE REPEATING LIGHT. PRICE, 75 CENTS,

PATENT ICE CREAM FREEZERS

CHARLES BURNHAM & CO., NO. 119 SOUTH TENTH STREET,

Corner of Sansom S. ROBINSON,

No. 910 CHESNUT STREET. Is in receipt to-day of an invoice of

FINE CHROMOS, ENGRAVINGS,

ETC. ETC.,

Which are now open for examination.

"Peace and War,' by G. Doree," "Last Rose of Summer," "Cromwell and Family," "Romeo and Juliet," "Star of Bethlehem," are well worthy the attention of the admirers of art.

OVERNMENT PROPERTY AT PRIVATE SALE

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 1800 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.

9 8 3 m Nos. 237 and 539 North FRONT Street.

DATENT MOSQUITO BAR.

JUST ISSUED. EVERY FAMILY SHOULD HAVE ONE. ne of them. Can be manufactured very low.

STATE RIGHTS FOR SALE BY

HOLLAND & HIBBS, NO. 1931 BROWN STREET 6 10 1m

GARDNER & FLEMING COACH MAKERS.

NO. 214 SOUTH FIFTH STREET. New and Second-hand Carriages for sale. Paricular attention paid to repairing. 5 80 6m



COTTON AND FLAX,
BAIL DUCK AND CANVAS,
Of all numbers and brands,
Of all numbers and brands,
Tent Awning, Trunk, and Wagon Cover Duck, Also,
Paper Manufacturers' Drier Felts, from one to seve u
feet wide; Pauling, Beiting, Sail Twine, etc.
JOHN W. EVERMAN & CO.,
No. 108 JONES Alley.

PATENT WIRE WORK FOR RAILINGS, STORE FRONTS, COAL SCREENS, FOURDRINIER WIRES, ET Manufactured by WALLER & SONS, So. 11 N. SIXTH Street

COMMISSION MERCHANT,
FO. M. B. DELAWARE Avenue, Philadelphia,
Dupont's Gupwder, Refined Nitre, Charconi, Etc.
W. Baker & Co.'s Chocolaise, Cocoa, and Hroma.
Crocker Bros. & Co.'s Yellow Metal Sheathing,
Bolts, and Nails.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILBOAD.

THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauen Chunk, Hazelton, White Haveo, Wilk abarre, Mahanoy City, Mount Chrime, and all points in the Lebign, Mahanoy, and Wyoming coal regions.

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

SUMMER ARRANGEMENT:

On and sher WEDNE-DAY, May 8, 1967, Passenger trains have the New Depot, corner Recks and American streets, dally (sundays excepted), as follows:—Atv45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Rallroad connecting at Bethlehem with Lenigh Valley Rallroad for Allentown, Catagangia, Slating on, Mauch Chunk, Westherly, Jeansylie, Hazelton, White Haven, Wilkesbarre, Kingston, Pittston, and all posinis in Lebigh and Wyoming valleys; also, in connection with Lenigh and Mahanoy Rallroad, for Mahanoy City, and with Catawissa Rallroad, for Mahanoy City and with Catawissa Rallroad, for Mahanoy City, and with Catawissa Rallroad, for Mahanoy City and with Catawissa Rallroad for Mahanoy City at 2 P. M., Passengers by this train can take the Lehigh Valley train, passing lethichem at 1755 P. M., for Easton, and points on New Jersey Central Rallroad to New York.

At 848 A. M.—Accommodation for Doylestown, stopping at all interesting the contral respective at all the contral respective. 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, Contralla, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown. Passengers for Greenville take this train to Quakertown.

At 745 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 Abingt D; for Lumberville at Doylestown.

At 520 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvaria Raifroad, connecting at Bethlehem with Lehiga Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1130 P. M.—Accommodation for Fort Washington.

At 11'50 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

Prom Bethiehem, at 915 A. M., 2'05 and 3'40 P. M.

2'05 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mabanoy City, and Hazleton. Passengers leaving Easton at 11'20 A. M., arrive in Philadelphia at 2'05 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 Doylestown at 8-25 A. M., 8-10 P. M., and 7-40 P. M.
From Lansdale at 7-20 A. M.
From Lansdale at 7-20 A. M.
From Fort Washington at 11-50 A. M. and 3-05 P. M.
ON SUNDAYS.
Philadelphia for Bethlebem at 9-30 A. M.
Philadelphia for Doylestown at 2-45 P. M.
Doylestown to Philadelphia at 7-20 A. M.
Bethlebem to Philadelphia at 7-20 A. M.
Bethlebem 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.

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

No. 105 S. FIFTH Street.

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

Links from Kensington Depot
Will leave as follows:—
At 11 A. M., 430 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 Trenten 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, gand 12 P. M., for Schenoks. Schenoka.
At 10:15 A. M., 2:30 and 5 P. M., for Eddington.
At 7:30 and 10:15 A. M., 2:20, 4, 5, 6, and 12 P. M., for
Cornwell's, Torresdale, Holmesburg, Tacony, Wissi

noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD,

For the Delaware River Velley, Northern Pennsylvania, and New York State, and the Great Lakes, daily (Sundays excepted), from Kensington Depot as follows: follows:— At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigus, Eimira, Ithaca, Owego, Rochester, Binghamton Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, At 8 A. M. and 230 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 338 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-hem, etc. At 5 P. M. for Lambertville and intermediate Sta-

tions.

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

At 130 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.

Lines 3d, 1887.

days excepted.
June 3d, 1867.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1867, Trains will leave Depot, corner HEOAD Street and WASH-INGTON Avenue, as follows:—
Way Mail Train at 536 A. M. (Sundays excepted) for Battimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisileid and intermediate stations.
Express Train at 1150 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 3750 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perry, ville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's, and Stemmer's Run.
Night Express at 11'00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle. Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princets Anne, and connecting at Crisifield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and No-folk via Baltimore will take the 11'50 A. M. Train, Via Crisifield will take the 11'50 A. M. Train.

Willmington.
Leave Philadelphia at 12'80, 2'00, 4'80, 6'00, and 11'30 (daily) P. M. The 4'80 P. M. Train connects with

Stopping at all Stations between Philadelphia and Whimington.

Leave Philadelphia at 12'80, 2'00, 4'80, 6'00, and 11'80 (daily) P. M. The 4'80 P. M. Train connects with Delaware Baliroad for Milford and intermediate stations. The 6'00 P. M. Train runs, to New Castle.

Leave Wilmington 5'80, 7'15 and 8 A. M., 4'80 and 8'81 (daily) P. M. The 7'15 A. M. Train will not stop at stations between Chester and Philadelphia, 1 FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7'35 A. M., Way Mail, 9'35 A. M., Express, 2'15 P. M., Express, 6'35 P. M., Express 5'55 P. M., Express 5'55 P. M., Express 5'55 P. M., Express 6'35 P. M., Express 6'35 P. M., Express 6'35 P. M., Express 6'35 P. M., Express 7'55 P. M., Stopping at Havre de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers for Philadelphia and 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 bargage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

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, 1807, trains will leave VINE Street Ferry, as follows:

Special Excursion 600 A. M. Mail 730 A. M. Freight, with Passenger Car attached 915 A. M. Express (through in two hours) 200 P. M. Atlantic Accommodation 915 P. M. BETURNING LEAVES AND ANGLE. BETURNING-LEAVES ATLANTI

Junction Accommodation to Jackson and interaction to Lackson and Lackson Baddon Teal and Lackson and L

RAILROAD LINES. READING RAILBOAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERIAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
OUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1867,
Leaving the Company's Depot, at THIRTEENTH
and Callowhill Streets, Philadelphia, at the following hours:

and CALLOW HILL Streets. Philadelphia, at the following hours:

MGRNING ACCOMMODATION,

At 7:30 A. M., for Beading and intermediate Stations.

Reduring, leaves Reading at x 20 P. M., arriving in

Philadelphia at 9:10 P. M.

MORNING EXPRESS,

At 8:15 A. M., for Reading, Lebanon, Harasburg,

Pottsville, Pinegrove, Tamagua, Suppry, Williams

pott, Emitra, Rochester, Ningara Falls, Buffalo,
Allentown, Wilkesbarre, Pitiston, York, Carlisic

Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Penn
givenia Railroad trains for Allentown, etc., and the
Lebanon Valley train for Harrisburg, etc., at PORT

CLINTON with Catawissa Railroad trains for Will

limmeburg, Lock Haven, Elmira, etc.; at HARRIS
BURG with Northern Cautral Camberland Valley

and Schuyikill and Susquebanna Rhilps for Northum
heriand, Williamsport, York, Chambersburg, Pine

grove, etc.

AFTERNOON EXPRESS

beriand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 5-30 P. M., for Reading Pottaville, Harrisburg, etc., connecting with Reading and Columbia Bailroad trains for Columbia, etc.

PO'ITSTOWN ACCOMMODATION
Leaves Poistown at 6-20 A. M., stopping at intermediate Stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 8-30 P. M.; arrives in Pottstown at 5-25 P. M.

READING ACCOMMODATION
Leaves Reading at 7-30 A. M., stopping at all way stations, arriving at Philadelphia at 10-18 A. M.
Returning, leaves Philadelphia at 10-18 A. M.
Returning, leaves Philadelphia at 5-00 P. M.; arrives in Reading at 7-46 P. M.

Trains for Philadelphia is at 5-00 P. M.; arriving in Philadelphia at 1-00 P. M. Afternoon trains leave Harrisburg at 2-10 P. M., Pottaville at 2-46 P. M., sarriving in Philadelphia at 6-45 P. M.

HARRISBURG ACCOMMODATION
Leaves Reading at 7-16 A. M., and Harrisburg at

HARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Aterocoo Accommodation south at 6:20 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 Pottsvilleat 7:20 A. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 5:20 A. M., and Philadelphia at 2:17 P. M. Leave Philadelphia for Reading at 8:20 A. M., returning from Reading at 4:25 P. M.

Reading at \$100 A. M., returning from Reading at \$25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 720 A. M., and \$100 P. M. trains from Philadelphia, returning from Downingtown at \$10 A. M. and 100 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANT THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M. passing Reading at 100 A. M and 150 and 1000 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 \$45 A. M. and 9 P. M., passing Reading at 42 and 1020 A. M., and 420 and 1020 P. M. Sleeping, cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 210 P. M., Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. SCHUYLKILL VALLEY BAILBOAD,

P. M., Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD,

Trains leave Pottaville 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.

St. HUYLKILL AND SUSQUEHANNA BAILROAD Trains leave Auburn at 7-50 A. M. for Pinegrove and Harrisburg, and 1-36 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3-20 P. M., and from Tremont at 7-50 A. M. and 5-25 P. M.

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, Market train, Reading and Pottstown Accommodation trains, at reduced rates.

Excursion tickets to Philadelphia, good only for one day, are sold at Reading and lutermediate 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 ilms.

EEASON TICKETS,

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

CLERGY MEN

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

EXCURSION TICKETS

cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for 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 5'20 A. M., 12'45 noon, and 8 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

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.

EXECUTE OF SEER AND PHILADELPHIA

on the road and its branches at 5.2, M., and for the principal stations only at 2 is P. M.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.

SUMMER ARRANGEMENTS.
On and atter MONDAY, June 24, 1857. Trains will leave Depot, THIRTY-PIRST and CHESNUT Streets, as follows:

WEST CHESTER TRAINS.
Leave Philadelphia for West Chester, at 7:15 A, M., 11 A. M., 230 P. M., 418 P. M., 450 P. M., 700 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., 155 P. M., 450 and 6:50 P. M.
Trains leaving West Chester at 7:20 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only.
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 train leaving Philadelphia at 4:50 P. M., and trainsfer at B. C. Junction.

The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to der arture.

The Chesnut and Wainut Street cars connect with

Front and Market streets thirty minutes previous to der arture.

The Chesnut and Wainut 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 Wainut street wharf, passing out Wainut street to the depot.

ON SUNDAYS.

Leave Philadelphia at 500 A. M. and 2 P. M.

Leave West Chester at 7:55 A. M. and 2 P. M.

City Passenger cars. on Market street, will connect with all Bunday 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 7:55 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 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, General Superi

ANNAMESSIC SHORT LINE AND United States Mail Route to the South

and Southwest. On and after JULY 8, trains will leave Depot Phila-delphia, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannah, Raieigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile, New Orienns, and intermediate points,

New Oricans, and information inquire at Offices, Nos, 411 and 528 CHESNUT Street, or at Depot, BROAD birect and WASHINGTON Avenue. [7 1 am H. V. TOMPEINS, General agent Norfolk, Va. C. J. TROWBRIDGE, General Passenger Agent. FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RALLROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lebigh Valley Ratiroad 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.

G. ods delivered at the Through Freight Depot.

S. E. Cor. of FRUNT and NOBLE Streets, Defore S. P. M., will reach Wilkesbarre, Mount Carmet, Mahanoy City, and the other stations is Mahanoy and Wyoming Valleys, before it A. M. of the succeeding day,

ELLIS ULARE, TAST FREIGHT LINE, VIA NORTH PENN-

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY.
Commencing SUNDAY, June 23, 1827, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Palladelphia, foot or Market street (apper mercy), at 7 A, M.,
Returning leave Cape Island at 3 P, M., stopping at
principal Stations only.
Fare, \$300. Excursion Tickets, \$400. Good this day
and train only. WILLIAM J. SEWELL,

BAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFRCT JUNE 2, 1857.
The trains of the Pennsylvania Central Rallroad leave the Depot, at THIRTY-FIRST and MARK ETStreets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Cheenat 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 Tickels can be Mad on application at the Ticket office, N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transfer Company will call for and cellver huggage at the Depot. Orders left at No, 2010 Chesnut street, or No, I South Eleventh street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-Mell Train...

Paell Accommodation. No. 1.....

Fast Line and Erie Express

Paell Accommodation, No. E....

Harrisburg Accommodation....

Lancaster Accommodation..... Parkesburg Trail
Western Accommodation Train
(inclonati Express.

Eric Mall

17:15 A. M. 7:10 A. M. 7:10 A. M. 8:20 A. M. 9:20 A. M. 13:40 P. M. 4:10 P. M. 6:20 P. M. 9:50 P. M. Erie Mail
Paoll Accommodation. No. 1.
Parkesburg Train
Lancaster Train
Fast Line and Erie Express.
Paoll Accommodation, No. 2.
Day Express
Paoll Accommodation, No. 8.

by special contract. EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

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

Commencing TUESDAY, July 2, 1887.

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, cau be procured at the Office of the Company. Camden, N. J.

Through tickets can be procured at No. 223 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, lenving Philadelphia at 400 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.

The SUNDAY MAIL and PASSENGER TRAIN leave Philadelphia at 700 A. M., returning leave Cape Island at 500 P. M.

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry), Commencing TUESDAY, July 2 1887, 800 A. M. Morning Mail, for Bridgeton, Falem, Millville, Vincland, and intermedate stations, 900 A. M. Cape May, Morning Mail.

800 P. M. Cape May Accommodation.

800 P. M. Cape May Accommodation.

800 P. M. Woodbry Accommodation.

Cape May Freight leaves Camden at 920 A. M. West Jersey Freight Train leaves Camden at 12 M. (1000h). (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 B. DELAWARE Avenue.
721f WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, AND

NORRISTOWN RAILROAD.

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1,
324, 324, 4, 5, 534, 510, 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, 43, 6, 634, 7, 8, 8, 10, 11 P. M.
The 8-20 Down Train and 334 and 534 Up Trains will
not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 94, A. M., 2, 7, 10% P. M.
Leave Philadelphia 94, A. M., 1, 6, 94, P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 334, 534, 7, 9
and 11 P. M.
Leave Chesnut Hill 710, 8, 940, and 1140 A. M., 140,
340, 540, 640, 840, and 1040 P. M.
ON SUNDAYS.
Leave Philadelphia 94, A. M., 2 and 7 P. M.
Leave Chesnut Hill 750 A. M., 1240, 540, 540, and 925

Leave Chesnut Hill 7 50 A. M. 12 40, 5 40, and 9 25

Leave Chesnut Hill 750 A. M. 1240. 540, and 925 P. M.
FOR CONSHOHOCK EN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 1105 A. M. 1½, 3, 45, 554, 654, 805, and 11½ P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 1½, 3, 4½, 634, and 8½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 230 and 715 P. M.
Leave Norristown 7 A. M., 520 and 9 P. M.
Leave Philadelphia 6, 7½, 9, and 1105 A. M. 1½, 3, 4½, 5½, 634, 805, 8½, and 11½ P. M.
Leave Philadelphia 6, 7½, 8, 20, 9½, and 11½ A. M. 2
834, 5, 63, 9, and 10½ P. M.
Leave Manyunk 810, 7½, 820, 9½, and 11½ A. M. 2
834, 5, 63, 9, and 10½ P. M.
Leave Manyunk 7½ A. M. 6 and 9½ P. M.
Leave Manyunk 7½ A. M. 6 and 9½ P. M.
U. S. WILSON, General Superintendent.
Bepot. NINTH and GREEN Streets,

DHILADELPHIA AND ERIE RAILROAD .-BUMMER TIME TABLE.

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

ELEGANT SILEEPING CARS on all Night Trains.
On and after MONDAY, April 29, 1867, the trains on
the Philadelphia and Eric Railroad will run as
follows:

Mail Train leaves Philadelphia.... leaves Williamspors... Mail Train leaves Eris

leaves Williamsport.

" arrives at Philadelphia.

leaves Williamsport.

" arrives at Philadelphia.

Eris Express leaves Williamsport.

" leaves Williamsport.

" leaves Williamsport.

" leaves Williamsport.

" leaves Williamsport. Oil City at 9:50 A. M.

Leaving Philadelphia at 7:50 P. M., arrive at Oil
City at 4:55 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. TYLEE.

113

General Soperintendent.

DHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.—Summer Arrangements.
On and atter SATURDAY, June 1, 1807. Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNOUT Streets (West Philadelphia), at 7-15 A. M. and 4-50 P. M.

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

A Market Train, with Passenger 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., run ing through to Oxford.

The Train leaving Philadelphia at 2'30 P. M., run lects at Oxford with a daily line of Stages for Peach. Bottom to connect at Oxford with the Agermoon Train for Philadelphia.

The Train leaving Philadelphia at 4'50 P. M. runs to Rising Spun. Md.

Passengers allowed to take wearing appared only, as bareage, and the Company will not in any case be Rising Sun. Md.

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

HENRY WOOD, General Sup't.

O12 ARCH STREET, —GAS FIXTURES, ETC.—VANKIER & CO, would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIEES, and ORNAMENTAL BRONZE WARES, Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere,

N. R.—Solied or tagnished fixtures refinished with special care and at reasonable prices.

YARKIER & CO.

PHILADRIPHIA SUBGECN'S
BANDAGE INSTITUTE, No. H. R.
NINTH Street, above Market.—B. C.
EVERETT, after thirty years' practical experience
quarantees the Skillul adjustment of his Fronting
Patent Graduating Pressure Trues, and a variety a
others. Supporters, Elastic Stockings. Shoulde
Braces, Crutches, Suspenders, etc. Ladles' apart
ments conducted by a Lady, 520