WIFE AND L. She who sleeps upon my heart Was the first to win it; She who dreams upon my breast, Ever reigns within it; She who kleses oft my lips Wakes the warmest blessing: She who lests within my arms Feels their closest pressing.

Other days than these shall come, Days that may be dreary; Other hours shall greet us yet, Hours that may be weary; Still this heart shall be thy home, Still this breast thy pillow. Still these lips meet thine as oft Billow meetern billow.

Sleep, then, on my happy heart, Since thy love bath won it; Dream, then, on my loyal breast-None but thou hast done it: And when age our bloom shall change, With its wintry weather, Sleep and dream together!

FIVE HUNDRED YEARS BEFORE MOSES.

A Paris paper has a very interesting description of the unswathing of a female mummy recently. She was a lady of high rank in her day, and could not have been packed with more care if her friends had destined her for the Paris Exposition, four thousand years off. On the coffin was painted the scene of the judgment of souls.

Over this painting are written the prayers of the funeral service and the confession of the deceased, who not only does not reproach herself with any sins, but enumerates those which she has not committed:-"I am not guilty of murder, nor of theft, nor of adultery." Another inscription contains the genealogy of the deceased, both paternal and maternal. We will not transcribe here this series of whimsical names, ending in that of Nes-Khons, the woman, or rather lady, in-closed in this box, where she believed herself sure of repose, while awaiting the day when her soul and body should be reunited, and she should enjoy supreme felicity in flesh and bones. Deceived hopes!

The neck was the first portion of the body which appeared disembarrassed of bandages; but it was glued up with such a mass of naptha that it required the aid of scissors to remove it. All at once we saw a bright glimmering through the dark portions of the nitre which still remained on the breast, and we soon brought to light a thin leaf metal cut in the form of the sacred falcon, the wings extended, and the tail spread as a fan, like the eagle in heraldry. Upon this leaf of gold, too poor a trinket to tempt the grave-digger, a prayer was written, demanding of the guardian gods of tombs that the heart and entrails of the deceased might not be too widely separated. A beautiful microscopic gypate of hard stone, exquisite for a chain to a watch, was attached to a collar of blue glass beads, where hung a sort of amulet of turquoise blue ena-mel, in the form of a flail. Like sucre d'orge, in which the transparency is governed by the crystallization, some of the beads had become half opaque, probably from the heat of the bitumen, which was poured upon them boiling. All this is nothing extraordinary, however. These little objects are often found in the coffins of mummies, and there is no curiosity shop but what possesses more or less of these little figures in blue paste; but an unexpected and touching detail was a flower found under each arm-so well preserved that a botanist would no doubt have been able to name it. Was it a lotus blossom or a persea? No one could tell us, as our company was mostly composed of savans. This incident made us all pensive. Whose hand had placed these poor flowers, as a last adieu, at the moment when this deeply regretted body was about to disappear forever m mortal eyes? Flowers four thousand years old! What a subject for meditation! A little berry of fruit, whose species it would be difficult to name, was also found from time

to time in the bandages. Perhaps it was one of those narcotics which renders oblivious those who inhale the fragrance. On a fragment of cloth was written the name of an unknown king belonging to some dynasty equally ignored. The mummy opened at the Universal Exhibition fills a void in history, reveals a new Pharaoh. The face still remained concealed beneath its mask of linen and bitumen, which it was difficult to remove, owing to its immense age. The scissors finally removed the last obstacle, and two large black eyes shone with a semblance of life from between two blackened eyelids. These eyes were of enamel, such as the ancients always put in a carefully prepared

mummy.

The effect of those two fixed staring eyes in that dead face was something startling. corpse seemed to contemplate the living beings before it with disdainful surprise. The eyebrows were left clearly defined by the falling away of flesh. The nose, we are obliged to avow it, was flattened at the end to conceal the incision which had been made in the removal of the brains of Nes-Khons, and a piece of gold leaf was plastered over her mouth like a seal of eternal silence. Her fine, well-preserved hair fell in light ringlets about her ears, and was of that peculiar reddish tint so recherche among the Venetian ladies, and which the caprice of some of our élégantes has brought into favor at the present day. We hardly be-lieve that this peculiar shade (which brought Nes-Khons into the latest fashion) could have been natural, as without doubt she was a brunette, like her fellow-Egyptians, and this auburn tint is probably produced by the perfumes and drugs used in the embalmment.

This same golden tint is found on the heads of two women exposed in the glass case, and what is strange, one of them has the same coiffure as the Venus of Milo, and the other a profusion of braids forming a sort of casque, as the hair is worn at this time. Little by little the body was disclosed to view in all its painful nudity. The skin on the body was red, and covered with little blue spots like the mould on pictures, carved by the contact with the air. From the incision made to take ont the entrails, aromatic sawdust mixed with grains of resin, was dropped like bran from an unsewed doll. The long, emaciated arms, with their bony arms and excoriated fingernails, were extended, with sepulchral modesty, in the attitude of the Venus of Medicis. The feet, which were slightly contracted from the drying of the flesh and nerves, seemed to have been originally small; the toe-nails, like those of the fingers, being covered with bits of gold leaf. Was she old or young, pretty or ugly, this Nes-Khons, daughter of Horus and of Ronaa, named lady by her epitaph? It would be difficult to judge. Nothing remains but dry bones enveloped in a yellow skin, in which it would be impossible to recognize the graceful form of the Egyptian woman as painted by the brush of Alma-Tadema. One might well believe himself dreaming when he thus sees before him in a paipable form a thing—we cannot call it a being—that lived and leved five hundred years before the time of Moses, and two thousand before that of Christ; for such is the age of the mummy opened at the Universal Exhibition in the subscription midst of all the machinery of modern times.

THE PALACE OF HOLYROOD.

This ancient palace stands at the east extremity of the city of Edinburgh. It is a fine castellated edifice, of a quadrangular form, with an open area in the centre, 94 feet square. The most ancient parts of the present palace were built by James V in 1528. It was partially burned by the English during the minerity of Queen Mary, and again by the soldiers of Oliver Cromwell; but after the Restoration it was repaired and altered to its present form by Charles II. The Pretender took up his residence here in 1745. George IV, on his visit to Scotland in 1822, though he resided at Dalkeith Palace, held levees and drawing-rooms in this ancient abode of his ancestors. Meetings of Privy Council were also held here. The Count d'Artols, afterwards Charles X of France, and other royal and noble French refugees, obtained a refuge here in 1793; and in 1831 the same apartments served a second time as an asylum for nearly the same individuals. It has a peculiar interest, from the circumstance of the apartments occupied by Queen Mary having been carefully preserved in the state in which she left them.

Her bed is an object of interest to strangers; and many relics of her Majesty's needlework exist in the rooms. The spot where Darnley and his accomplices assassinated her favorite, David Rizzio, and other interesting localities, are carefully marked. The closet in which Mary was at supper, with the Countess of Argyle, Rizzio, and others, when this tragical scene was acted, is only twelve feet square. In what is called the picture gallery, a hall 150 feet in length, and 27½ in breadth, are hung the portraits (most of them fanciful) of one hundred and eleven Scottish monarchs, painted towards the latter part of the seventeenth century by De Watt, an artist of the Flemish school, by order of James II of England, when Duke of York. In this hall the election of the sixteen Scottish representative peers takes place.

In immediate connection with the palace on the north are the ruins of the Abbey of Holy-rood, founded by David I in 1128. The King conferred a large endowment and other privileges on the monks (of the order of St. Augustine) whom he established here; among these, the privilege of erecting a burgh between the abbey and the town of Edinburgh. Hence the origin of the Canongate, the superiority of which at the Reformation passed from the hands of the monks to the Earl of Roxburgh, from whom it was purchased in 1636 by the city of Edinburgh, which still retains it. At the Reformation, the buildings connected with this abbey suffered much; and it is now in a state of ruin, the roof having fallen in so long ago as 1773. The area of the royal chapel, which formed the nave of the Abbey Church, has long been used as a burial place by several of the Scotch nobility. In the southeast corner of the chapel is the royal vault, in which are deposited the remains of several of the Scotch sovereigns, and branches of their families.

A visitor to the place thus describes his impression on visiting the room:—"We were introduced into an ill-lighted room, with one deep window looking upon the court, and a fire-place like that of a country inn—the state chamber of the unfortunate Mary. Here was a chair she embroidered—there was a seat of tarnished velvet, where she sat in state with Darnley-the very grate in the chimney that she had sat before—the mirror in which her fairest face had been imaged—the table at which she had worked—the walls on which her eyes had rested in her gay and her melancholy hours-all, save the touch and mould of time, as she lived in it and left it.

'We entered another room-her chamber. A small, low bed, with tattered hangings of red and figured silk, tall, ill-shapen posts, and altogether a paltry look, stood in a room of irregular shape; and here, in all her peerless beauty, she had slept. A small cabinet, closet merely, opened on the right, and in this she was supping with Rizzio when he was plucked from her and murdered. We went back to the audience chamber to see the stain of his blood on the floor. She partitioned it off after his death, not daring to look upon it. Again-'poor Mary!'

"On the opposite side was a similar closet, which served her as her dressing-room, and the mirror, scarce larger than your hand, which she used at her toilet. Oh, for a magic wand, to wave back on that senseless surface the visions of beauty it has reflected !"-Reynolds' Miscellany.

MUSICAL AND DRAMATIC.

-Dion Boucleault thinks that the "Royal Albert Hail" will be unfit for concerts. This is on account of its great size (it is to be eight times as capacious as Westminster Hall), which no human voice or voices can properly fill. The cost of the hall-£200,000-is to be mainly met by the sale of the best boxes and stalls. No manager could pay expenses from the remaining undesirable seats.

—It is stated that with the view of promoting a taste for sacred music in the University of Dublin, the board have founded eight musical exhibitions per annum, tensble for tive years. The exhibitioners will be allowed most of the advantages of scholars, but will have to take part every Sunday in the service of the college The first examination will be held next November.

-The English critics comment on the fact that the drama of Marie Antoinette is to be brought out in this country first, by Madame Ristori, and remarks as a strange thing that "thus, in the end, Europe will receive a European novelty by way of America."

-We read of two Italian operas recently given

with success: Le Barnaba, by Signor Creonti, at Turiu, and La Vendella Slava, by Signor Platania, at the Argentina Theatre, at Rome. -Mr. Apthomas has undertaken the somewhat arduous task of producing a musical ion of "The Pilgrim's Progress" of John

Bunyan.

-Mario is said to be engaged at St. Petersburg next year, at £1000 a month. That is paying a good deal for a name. -The planist Rubenstein is pronounced to be

one of the very best performers of the day. He is now in London. -A new opera, Faustina Hasse, by Herr Louis Schubert, is to be given at Leipsic during the coming season.

Bismark Gets a Bargain.

A German paper remarks that Count Bismark is speculating in land. He has just bought an estate in Pommerania for three hundred thouestate in rommerants for three hundred thou-sane thaiers, and the neighboring proprietors say that he gets it veoy cheaply. His bargain is due to the fact that he offered cash payment. The premica has featnered the royal nest very comfortable, and it is but fair he should now look to his own. look to his own.

Hydrophoma Recips .- In the county of Kent, England, great faith is placed in the Birling recipe for the cure of hydrophobia; and well-authenticated instances can be adduced to prove its efficacy. The secret now rests with a family who are willing to part with it for £500. With the commendable desire of securing the information to the good of the public, the Vicar of Birling has started a subscription, which already amounts to a little

GOVERNMENT SALES.

GOVERNMENT SALE OF THE MILITARY Railroad at Brazos Santiago, Texas.—Office thief Quartermaster Fifth Military District, New Orienns, La., July 9, 1897.
Sealed Proposals will be received at this office until 12 M., August 10, 1867, for the parchase of all the right, title and interest of the United States in and to the United States Military Railroad from Brazos Santiago to White's Ranche, Texas.

Ranche, Texas.

The sale will include the entire track and sidings, buildings, water stations, turn tables, bridges, etc., the railroad materials, the supplies per aining to the road, together with the rolling stock, cars, machinery, and other equipment,

91/4 miles Railroad Track. 2 Tern-Tables. 25,000 pounds Railroad Chairs.
500 Cross Ties.
9,500 pounds Railroad Iron.
4 Railroad Frogs and Switch Stands.
1 Locomotive and Tender (named "West-

ern"). pounds Car Springs. Crow Feet. Spike Maula Track Guage.

Fire Tongs.
Fire Tongs.
Railroad Depot Building,
Foreman's Quarters.
T Wharf,
pounds American Packing. pounds Jute Packing.

feet Rubber Hose. Douglas Pump. Water Casks. Feed Pipe. Cistern. Office Desks.

Cooking Stove. Stove, Claw Bars, Stackle Bars, Lantern, Signal Lanterns. Grind Stones. Padlocks. Turning Lathe.

Spades. Shovels. sets Carpenters' Tools, Water Buckets. Jackscrews and Levers. Anviis. Bellows. Pinch Bars.

Cold Chisel. Blacksmiths' Hammers. Sledge Hammers, Hammer Handles, Spike Punches, set Blacksmiths' Tools, Blacksmiths' Tongs. Vises, Cross-cut Saw. 173 Pick Axes, 24 Pick Axe Handles,

4 Square Brasses, 2 Stuffing Boxes, 1 Brass Faucet, 1 Hose Nozzle, The sale will not include the title to the land, which does not belong to the United States. This road is about ten miles in length, and extends from Brazos Santiago to White's Ranche, on the Rio Grande, From this point

connection is made by steamer with Brownsconnection is made by steamer with Brownsville and Matamoras.

The route is the shortest and best for the immense traffic between the Gulf of Mexico and
the interior of Southern Texas and Northern
Mexico, and the communication by rail alone
can readily be extended to Brownsville.

The road already completed saves thirty miles
of difficult and tortuous navigation. The road
is five feet gauge, good ties, T rail, and full
sniked.

spiked. The property may be inspected on applica-tion to Captain C. H. Hoyt, A. Q. M., Browns-ville, Texas, and any information desired may

be obtained from that officer, or from the office of the Chief Quartermaster, Fifth Military District, New Orleans, La.

A condition of the sale will be that transportation shall be furnished for all Government troops and supplies whenever required, at rates not to exceed those paid by the United States to other relivered companies in the Fifth Milio other railroad companies in the Fifth Miliary District.
The terms of payment accepted will be those

considered the most favorable to the Govern-Ten per cent. cash, in Government funds, to be paid on acceptance of proposal.

The Government reserves the right to reject

Proposals should be indorsed "Proposals for the purchase of Brazos Santiago and Rio Grande Railroad," and addressed "Brev. Lieut.-Coi. A. J. McGonnigle, A. Q. M. U. S. Army, office Chief Quartermaster, Fifth Military District, New Orleans, La."

A. J. McGONNIGLE, Brev. Lieut.-Col. and A. Q. M. U. S. Army, 7 17 18t In charge of office.

PROPOSALS.

DROPOSALS FOR WOOD DEPOT QUARTERMASTER'S OFFICE,

Washington, D. C., July 16, 1867. Senled Preposals are invited and will be received at this office until July 30, 1867, at 12 o'clock noon, for the purchase of about 10,000 CORDS OF WOOD, now lying at the Government Woodyard, at Alexandria, Va. Bids for 1000 cords, with the privilege of the lot, are invited, but for an amount less than 1000 cords bids will not be entertained.

Proposals must be plainly marked "Proposals for Wood," and be addressed to the undersigned. dersigned. Fifteen days will be allowed parties to remove

their purchases.

Bidders will state their full name and post office address, and will be notified by letter of the acceptance of their bid.

The undersigned reserves the right to reject any or all bids that may be considered objec-

Payment in Government funds is required pon the sceeptance of the bid.
7 17 10t] CHARLES H. TOMPKINS,
Brevet Brig. General Depot Quartermaster.

OFFICE OF PHILADELPHIA GAS WORKS, No. 20 S. SEVENTH Street. JULY 16, 1867.

Bids will be received at this Office until noon of THURSDAY, July 25, 1857, for all of the Foul Lime (about 100 000 bushels) and old Records (about 1200) that may be for sale at the different Works for the term of One Year, payment to be made in cash on delivery, and all expenses of removal to be paid by the purchaser. Satisfactory reference or security will be required, the Board of Trustees reserving to themselves the right to reject any or all bids they may deem prejudicial to abe interests of the Trust.

Direct to the undersigned, marked "Proposals for Foul Lime or Old Retorts."

JOSEPH MANUEL. 7 17 4t JOSEPH MANUEL,

ECTURES .- A NEW COURSE OF LMC-Lettores is being delivered at the NEW YOURSE OF LEGLi tures is being delivered at the NEW YOUR
MUSEUM OF ANATOMY, embracing the subjects:

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Maturity, and Old Age.—Manhood generally Reviewed.—The Causes of Indigestion, Flatuience, and
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Pocket volumes containing these lectures will be
received to receive unable to attend on receive orwarded to parties, unable to attend, on receipt of our stamps, by addressing—"SECRETARY, New YORK MUSEUM OF ANATOMY AND SCIENCE, No. 81 BROADWAY. NEW YORK."

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AN UNSURPASSED FERTILIZER

For Wheat, Corn, Oats, Petatoes, Grass, the Vegetable Garden, Fruit Trees, Grape Vines, Etc. Etc. This Pertilizer contains Ground Bone and the best

ertilizing Balta. Price tee per ton of 2000 pounds. For sale by the

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No. 31 North THIRD Street. Above Market. OLD BRICK FRONTS done up, and made to look equal to the finest press brick. Samples at the shop City and country trace solicited. All orders by Postpromptly attended to.

THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN 2 19 ADDRESS OF THE PERSON NAMED IN COLUMN 2 19 ADDRESS OF THE PERSON NAMED IN COLUMN 2 20 ADD

RAILROAD LINES.

PEAD ING BAIL BOAD
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL SU
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARHANGEMENT OF PASSENGER
TRAINS, May 6, 1807.
Leaving the Company's Depot, at THIRTEENTE
and CALLOWHILL Streets, Philadelphia, at the following hours:

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

At730 A. M., for iteading and intermediate Stationa Returning, leaves Reading at 6 50 P. M., arriving in Philadelphia at 9 to P. M. (At 8 16 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sunbury, Williams, port, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Witkesbarre, Piteston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Hallroad 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 HARRIS BURG with Northern Central Cumberland Valley and Schuylkill and Susquebanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

APTERNOON EXPRESS

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

AFTERNOON EXPRESS

Leaves Philadelphia at 230 P. M., for Reading Potsville, Barrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION

Leaves Potatown at 620 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 840 A. M.

Returning, leaves Philadelphia at 620 P. M.; arrives in Potatown at 848 P. M.

KEADING ACCOMMODATION

Leaves Reading at 740 A. M., stopping at all way stations, arriving at Philadelphia at 840 P. M.; arrives in Reading at 740 P. M.

Returning, leaves Philadelphia at 600 P. M.; arrives in Reading at 740 P. M.

Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottsville at 848 A. M., arriving in Philadelphia at 640 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 715 A. M., and Harrisburg at Alle P. M. Connecting at Reading with Atternoon

Leaves Beading at 715 A. M., and Harrisburg at 4715 P. M. Connecting at Reading with Atternoon Accommodation south at 636 P. M., arriving in Philadelphia at 970 P. M.

Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Pottavitie and all way stations. Leaves Pottavilleat 700 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottaville at 840 A. M., and Philadelphia at 371 P. M. Leave Philadelphia for Reading at 500 A. M., returning from Reading at 528 P. M.

CHESTER VALLEY BALLROAD.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY BAILROAD.

Presengers for Downingtown and intermediate points take the 730 A. M., and 500 P. M., trains from Philadelphia, returning from Downing town at 640 A. M. and 100 P. M.

M. and 100 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI 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 Pittaburg, Chicas, o. Wi liamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on at rival of the Pennsylvania express from Pittaburg, at 3 and 845 A. M. and 9 P. M., passing Reading at 42 and 100 A. M., and 470 and 1710 P. M., and arriving in New York at 1010 A. M., and 470 and 820 P. M. Sleeping cars accommeany 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.

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 12 P. M., returning from Tamaqua at 7 35 A. M. and 7 12 and 4 15 P. M.

ScHUYLKILL AND SUSQUEHANNA RAILROAD

Trains leave Anburn 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 52 P. M.

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

Excursion tickets from Physicials.

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

Excursion tickets from Philadelphia to Reading and intermediatestations, 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, Heading:—
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Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS

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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 6 P. M., for Reading, Lebauon, 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.

48

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1867. Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M., 2:30 P. M., 4:16 P. M., 4:00 P. M., 7:00 P. M., and
10:30 P. M.
Leave West Chester for Philadelphia, from Depot 11 A. M., 230 P. M., 415 P. M., 400 P. M., 700 P. M., and 1030 P. M.,
Leave West Chester for Philadelphia, from Depot on East Market street, at 615 A. M., 715 A. M., 735 and 1045 A. M., 715 A. M., 735 and 1045 A. M., 715 A. M., 735 P. M., 450 and 650 P. M.

Trains leaving West Chester at 730 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only.

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

Leave Philadelphia for Media at 530 P. M.

Stopping at all stations.

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 detarture.

The Chesnut and Wainut Street cars connect with

The Chesnut and Walnut Street cars connect with

der arture.

The Chesnut and Wainut Street cars connect with all of the above tratus, carrying passengers down Cheanut street, past the principal hotels and the Camden and Andrew Re. office, at Wainut street wharf, passing out Wainut street to the depot.

On SUNDAYS.

Leave Philadelphia at \$30 A. M. and \$ P. M.
Leave West Chester at 745 A. M. and \$ P. M.
The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-live minutes before the train leaves bepot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 715 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

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

HENRY WOOD.

General Superintendent. ANNAMESSIC SHORT LINE AND United States Mail Route to the South

and Southwest, On and after JULY 8, trains will leave Depot Philadelphia, Wilmington, and Balt more Raliroad, BROAD Street and WASHINGTON Avenue, at II P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannah, Raleigh, Charlotte,

New Orleans, and intermediate points, For tickets and information inquire at Offices, Nos.
41 and 826 CHESNUT Street, or at Depot, BROAD
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H. V. TOMPKINS, General agent Norfolk, Va.
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C. I. TROWBRIDGE, General Passenger Agent.

Hart FREIGHT LINE, VIA NORTH PENNBALLYANIA RAIL-ROAD, to Wikesbarre, Mahanoy City, Mount Carmel, Centralia, and all points
on Lebigh 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.
Good delivered at the Through Freight Depot,
B. E. Cor. of FRONT and NOBLE Streets,
before 5 P. M., will reach Wilkesbarre, Mount Oarmel, Mahanoy City, and the other stations is Mahanoy and Wyoming Valleys, before 11 A. M. of the succeeding day.

EHLIS CLARK,
Agent,

WEST JERSEY RAILROAD.

SUNDAY MAIL TRAIN FOR CAPE MAY.

Commencing SUNDAY, June 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, foctof Market street (upper ferry), at 7 A. M.
beturning leave Cape Island at 6 P. M., stopping at
principal Stations only.

Fare \$3.00. Excursion Tickets, \$4.00. Good this day
and train only.

WILLIAM J. Systems WILLIAM J. SEWELL. 6 20 19

RAILROAD LINES.

NORTH PENNSYLVANIA RAILBOAD .-

NORTH PENNSYLVANIA RAILBOAD.—
THE MIDDLE BOUTE.—Shortest and most direct route to Betwiehen, a lieutown, Mauch Chunk, Harshoo, White Haven, Wilkesbarre, Mahnaoy City, Mount Carmei, and all points is the Lehigh, Mahanoy, and Wyoming coal regious.

Passenger Depot in Philadelphia, K., W. corner of BERRS and AMERICAN Streets.

SUMMEE ARRANGEMENT.

NINE DAILY TRAINS.

On and after WEDNESDAY, May 8, 1807, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows—A17-36 A. M.—Morning Express for Bethleinem and Principal Stations on North Fennsylvania Railroad, connecting at Bethleinem with Lehigh Valley Railroad, for Melentown, Catseanqua, Shating on, Mauch Chunk, Westherly, Jeansvine, Hazelton, white Haven, Wilkesbarre, Eligatos, Pittaton, and all points in Lehigh and Wyoming valleys also, in councetion with Lehigh and Mahanoy Ballroad, for Mahanoy City, and with Catawassa Railroad, for Rupert, Danville, Milton, and Willamsport, Arrive at Misuch Chunk at 1705 A. M., at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethielem at 1355 P. M., for Reaston, and points on New Jersey Central Railroad to New York.

At S45 A. M.—Accommodiatem for Doylomown, stopand points on New Jersey Central Railroad to New York.

At \$45.45. M.—Accommodation for Doylomown, stopping at all intermediate stations. Fasengars 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 10.15 P. M.—Express for Rethiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carnel, and all points in the Mahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quaker-lows. town.
At 245 P. M.—Accommodation for Doylestown, atopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales

stage at Doylestown for New Hope; at North Wales for commercion.

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

At 529 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvaria Railroad, connecting at Bethlehem with Lehiga Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 529 P. M.—Accommodation for Lansdale, stopping at all intermediate stations. ping at all intermediate stations.
At 11'28 P. M.—Accommodation for Fort Wash-

At 1P28 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethiebem, at 975 A. M., 205 and 540 P. M.
205 P. M. train makes direct connection with Lebigh Vailez trains from Easton, Wilkesbarre, Mahanoy City, and Hauleton. Passengers leaving Easton at 1120 A. M. arrive in Philadelphia at 205 P. M.
Passengers leave Wilkesbarre at 120 P. M., connect at Bethiebem at 645 P. M., and arrive in Philadelphis at 840 P. M.
From Doylestown at 825 A. M., 540 P. M., and 740 P. M.

From Doylestown at 825 A. M., 540 P. M., and 740 P. M.
From Lansdale at 730 A. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 305 P. M.
OA SUNDAYS.
Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Loylestown at 243 P. M.
Doylestown to Philadelphia at 420 P. M.
Bethlehem to Philadelphia at 420 P. M.
Bith 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.

ELLIB CLARK, Agent.
Tickets sold and Bagsage checked through to principal points at Mann's North Pennsylvania Bagsage
Express Office,
114
No. 105 S. FIFTH Street.

Fiorence.
At 5 and 10 A. M., 1, 4, 5, 6, and 11 30 P. M., for Edge-water, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., 1, 4, 5, and 11 30 P. M., for Fish House. House.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper aide.
LINES 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, Atl A. H., 4.3 F. M., 230, New York Express Lines. Fare, 83.
At 8, 10 15 and 11 A. M., 230, 330, 430, 5, and 12 P. M., for Trenten and Bristol.
At 8 and 10 15 A. M., 230, 5, and 12 P. M., for Morrisville and Tullytown.
At 8 and 10 15 A. M., 230, 420, 5. gand 12 P. M., for Morrisville and Tullytown. 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, Wissi
noming, Bridesburg, and Frankford, and at 8 P. M.,
for Holmesburg and intermediate stations.
BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennysl.

For the Delaware River Valley, Northern Pennsyltally (Sundays excepted), from Kensington Depot as At s A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Bingliamton Oswego, Syracuse, Great Bend, Mon-troe, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc. At 8 A. M. and 350 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 350 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-

at a P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connecting Hallway, will leave as follows:—
At 130 and 630 P. M. Washington and New York
Express Lines, via Jersey City, Fare, 53 25.
The 630 P. M. Line will run daily. All others, Sandays excepted.
June 3d, 1867.
WM. H. GATZMER, Agent,
June 3d, 1867.

PHILADELPHIA, WILMINGTON AND BAL-L'HILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE.

commencing MONDAY, July 5, 1867, Trains will
leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Hall Train at \$30 A. M. (Sundays excepted)
for Entimore, stopping at all regular stations. Connecting with Delaware Ballroad at Wilmington for
Cristicid and intermediate stations.

Express Train at 1150 A. M. (Sundays excepted) for
Baltimore and Washington.

Express Train at 870 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester, Thurtow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryvil e, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Bun.

Night Express at 11'0e P. M. (daily) for Baltimore and
Washington. Connects at Wilmington (Saturdays
excepted) with Delaware Rairroad Line, stopping at
Newcastle, Miduletown, Clayton, Dovor, Harrington, Seaford, Sallsoury, Princets Anne, and connectling at Cristicid with Roat for Fortress Monroe, Norlock, Portsmouth, and the South.

Timsengers for Fortress Monroe and No-folk via
Railimore will tage the 11'20 A. M. Train. Via Crisfield will take the 11'20 A. M. Train.

Stopping at all Stations between Philadelphia and
Wilmington.

Lenve Philadelphia at 12'20, 2'60, 4'30, 6'09, and 11'20

Stopping at all Stations between Philadelphia and Whimington.

Leave Philadelphia at 1220, 200, 436, 606, and 1136 (daily) P. M. The 430 P. M. Train connects with belower Railroad for Miliford and intermediate stations. The 500 P. M. Train runs to New Castle.

Leave Wimington 620, 715 and 8 A. M., 400 and 52 (daily) P. M. The 7 15 A. M. Train will not stop at stations between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 725 A. M., Way Mail, 935 A. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 855 P. M., Express 505 P. M., Express 505 P. M., Express at Northeast, 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 conthwest, may be procured at the Ticket Office, No. 825 CHESNUT Street, under the Continental Hotel. Persons purchasing tickets at this office can have their baggage checked at their realdence by the Union Transfer Company.

469 H. P. ERNNEY, Superintendent.

SHORTEST ROUTE TO THE SEA-SHORE!

CAMBEN AND ATLANTIC RAIGROAD.

THROUGH IN TWO HOURS.

Five Trains daily to Atlantic City, and one on Sun-

Mail 500 A M.
Freight, with Passenger Car attached 915 A. M.
Express (through in two hours) 200 P. M.
Atlantic Accommodation 415 P. M.
BETURNING—LEAVES ATLANTIC
Special Excursion 518 P. M.
Freight. 518 P. M.

RAILROAD LINES.

TOENNSYLVAMA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1867.
The trains of the Penmylvania Central Raticoaff 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 Chemot and Walnut Streets Railway run within one square of it.
On Sundays—The Market Street cars leave Pront and Market Streets thirty-five minutes before the departure of each train.
Steeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninth and Chesont 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, I South Eleventh street, will require attention. TRAINS LEAVE DEPOT, VIZ :-Mail Train

Mail Train
Paoli Accommodation, No. 1
Fast Line and Eric Express.
Paoli Accommodation, No. 2
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Trail
Western Accommodation Train
Conditional Extreme Lancaster Train
Fast Line and Erie Express.
Paoli Accommodation, No. 2.
Day Express.
Paoli Accommodation, No. 8.

gal contract.

EDWARD R. WILLIAMS,
General Superintendent, Altoons, Pa. 4 29 DHILADELPHIA 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 %, 1887, the trains on the Philadelphia and Eric Railroad will run as follows:—

700 P. M. 430 A. M. 1200 DOOR. 845 P. M. 1000 A. M. 8500 A. M. 845 P. M. Mail Train leaves Erie.

" leaves Williamsport.
" arrives at Philadelphia.

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

Commencing SATURDAY, July 18, 1857.

9-80 A. M. Morning Mail. Due 12:25 P. M.

2-00 P.M. Cape May, Passenger, Due 7:18 P. M.

4-00 P. M. Kapress, Due 7:56 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

9-80 A. M. Morning Mail. Due 10:07 A. M.

9-60 A. M. Fast Express, Due 17:07 P. M.

5-00 P. M. Cape May Express, Due 8-25 P. M.

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

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. 228 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Perry).

Commencing SATURDAY, July 18, 1867.

8:00 A. M. Morning Mail, for Bridgeton, Salem, Millville, Vincland, and intermediate stations.

9:40 A. M. Cape May Morning Mail.

2:00 P. M. Cape May Accommodation.

3:30 P. M. Erigeton and Salem Passenger,

4:40 P. M. Cape May Express.

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 Leaves Walnut street from 7:20 A. M. 1855.

(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 7:21f WILLIAM J. SEWELL, Superintendent. PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,
On and after Wednesday, May 1, 1865.
FOR GREMANTOWN.
Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M., L.
34, 35, 55, 6:20, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 8:20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8'20 Down Train and 3% and 5% Up Trains will Leave Philadelphia 98, A. M. 2, 7, 10% P. M. Leave Philadelphia 98, A. M. 1, 6, 98, P. M. Leave Philadelphia 98, A. M. 1, 6, 98, P. M. Leave Philadelphia 98, A. M. 1, 6, 98, P. M. Leave Philadelphia 6, 8, 10, 12 A. M. 2, 334, 534, 7, 9 and 11 P. M.

Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 9 and 11 P. M.

Leave Chesnut Hill 7 to, 8, 940, and 11 40 A. M. 140, 150, 540, 640, 840, and 1040 P. M.

Leave Philadelphia 9% A. M. 2 and 7P. M.

Leave Chesnut Hill 750 A. M. 1246, 540, and 978 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7%, 9, and 1106 A. M. 1%, 3, 4%, 5%, 6%, 845, and 11% P. M.

Leave Norristown 5 to, 7, 750, 9, and 11 A. M. 1%, 3, 40%, 6%, and 8% P. M.

Leave Philadelphia 9 A. M. 230 and 745 P. M.

Leave Philadelphia 9 A. M. 230 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 9 A. M. 230 and 11% A. M. 1%, 3, 4%, 5%, 6%, 500, 9%, and 11% P. M.

Leave Philadelphia 9 A. M. 230, 9%, and 11% A. M. 1 3%, 5, 6%, 9, and 10% P. M.

Leave Manayunk 8 to, 756, 820, 9%, and 11% A. M. 1 3%, 5, 6%, 9, and 10% P. M.

Leave Philadelphia 9 A. M. 2% and 7% P. M.

Leave Manayunk 7% A. M. 6 and 9% P. M.

Leave Manayunk 7% A. M. 6 and 9% P. M.

Leave Manayunk 7% A. M. 6 and 9% P. M.

Leave Manayunk 7% A. M. 6 and 9% P. M.

Leave Manayunk 7% A. M. 6 and 9% P. M.

Leave Manayunk 7% A. M. 6 and 9% P. M.

Depot, NINTH and GREEN Streets.

TRAL RAILROAD.—Summer Arrangements.
On and after SaTURDAY, June 1, 1807, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia, at 715 A. M. and 450 P M.
Leave Hising 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 1°15 A. M., Oxford at 12°06 M., and Kennett at 1°06 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 Frain 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 bargers and the Company will not in any case be DHILADELPHIA AND BALTIMORE CEN-Passengers ablowed 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, HENRY WOOD. General Sup'a.

REMOVAL.

E MOVAL A. & H. LEJAMBRE, Late No. 1012 Chesnut street, have removed their FURNITURE AND UPHOLSTERY WAREROOMS To Mo. 1103 CHESNUT STREET.

UP STAIRS. \$20 Bm

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cord Twines, Etc.

EDWIN H. PITERS.

CORRED F CLOTHIES:

114