THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, JULY 22, 1867.

THE WRONG SIDE OF THE STREAM.

[From Belgravia.] Ah! don't you remember, sweet Amy, the talking You caused down at Silverdale Hall? How men were all wild to attend you in walking, Of to carry your sunshade or shawl? Tou laughed and you filtred, and were so provoking. For you reigned like a deepot supreme! And usued your edicis-part carnest, part joking-From your home by the side of the stream. [From Belgravia.]

Then you had your favorites, I can't help confeesing, Though you treated us all as your slaves-One moment were anery, the next were caressing, More capricious than wind-driven waves. Twas then Charlie Llucoin and I were both trying To be first in your love and esteern. Whilstawilly the rosy young hours were flying At your court by the side of the stream.

Thus it often occurred in that bright sunny weather That we both were ensuared by your wiles; You give one a flower, another a feather, Whilst you ginddened us both with your smiles. At last came a time of most exquisite rapture— How short did that afternoon seem!— As roay lips pouted, I made my first capture, When I met you alone by the stream.

Alone, did I say? Charile Lincoln had seen us; That he had, I could tell by his look: What mater? With celers and hurdles between us, With a thick tangled hedge and-a brook. Twas all one to me, for he could not come over; So he bowed in a manner supreme. And envied the lot that had cast me in clover, With himself the wrong side of the stream.

How tender and true were those words softly spoken How lovely the light in your eyes ! How earnest those plidges, us'er meant to be broken. These whispers that melted to sighs ! No phantom, or fairy-like dream: I blessed the good luck that my rival had guided Thus to walk the wrong side of the stream.

DINNERS AND MANNERS IN THE THIRTEENTH CENTURY.

From the (London) Gentleman's Magazine,

There can be little doubt that people lived well in those days, better and less roughly than we imagine. There was a great profusion of dishes at the tables of the nobles and gentry on ordinary occasions-a prolusion never seen nov -but on festive occasions or great events almost exceeds our behef. Men vied with each other in extravagance. Richard II entertained ten thousand persons daily. Thomas, Earl of Lancaster, expended in one year about 2200 pounds of silver in feasting, and in that year is household consumed 371 pipes of wine. Matthew Paris tells us that at the mar-riage banquet of Richard, Farl of Corn-wall, there were served up more than thirty thousand dishes. In the following century, at the installation of the Abbot of Augustine's, no less than three thousand dishes were served. At the knighting and marriage of Alexander of Scotland, sixty oxen were slain as one item of the least, and all the rest in proportion. John Mansell, the King's Councillor, according to Stow, gave a dinner to the Kings of England and Scotland, whose Queens were also present, and many nobles and citizens, insomuch that his house could not hold them and he had to crect tents for them. At this feast the first course consisted of more than seven hundred messes,

Boiling was the most general form of cooking meat, on account, probably, of the large quanti-ties killed on the estate, which had to be preserved for use. In many of the old MSS., where cooking operations are represented, there are crooks suspended on hooks over tripods of fire. In a MS, in the British Museum there is a repreentation of a temale cook attending to a caldron in which something is bolling; a holy-water clerk, with the asperges in his hand, is naking love to the cook, and on the next folio of the MS, the affection has advanced so far as an embrace; but the clerk is abusing the confidence of the book, and whilst he holds her to him with one arm, quietly abstracts the contents of the caldron with the other. Still there were many other dishes served up, for we find such implements in use as frying-pans, gridirons, hand-mills, saucers, pepper-mills, and instruments for crumbling bread. The meats were carried to dinner on spits direct from the fire by servants, who presented them kneeling to the guests, each of whom helped himself by taking hold of the meat and cutting or tearing a portion off. The made dishes were carried in procession, and the grand dish of all, the boar's head, was preceded with trumpets. The guests were marshalled to the table by two officers, directed to their seats, and served with water to wash their hands. At the best tables the meats, although plates were in use, were eaten off square slices of bread called "tranchoirs," the individual cutting it with the knife in his right hand, and feeding himself with the fingers of the left-forks had not yet been dreamt of. This custom of enting meat off slices of bread was an old one, and in earlier times, when they had finished, and the tranchoirs were well saturated, they were eaten as a bonne-bouche; but in the period of which we are writing they were thrown into the waste basket and given to the poor at the gate. When the handwashing was over, the absolute necessity of which we perceive, the dinner commenced, and we will now proceed to the miunctions given in the "Boke of Curtasye" as to behavior at table. The bread served up for eating was to be cut by the guest in a peculiar tashion; he is to be sparing of what he cats or drinks; should take care that his nails are clean. He is not to bite his bread and lay it down, but to break off what he wants; not to take too much in his mouth at once; not to eat on both sides of his mouth, nor to laugh nor talk when his mouth is full; nor to make a noise when he eats or drinks, nor to leave his spoons on the dish.

Eating with the knife-that is, conveying the food to the mouth with the knife-appears to be a propensity to which unrefined humanity in all wes is inveterately given. It is severely de-nounced in the old books of deportment. In the 8208 18 'Contenances de Table" it is sald---

"Ne fair par ton morsel conduire, A ton coustel qui te peult nuire." And in the "Boke of Curtasye" the same in-

unction is given :---"With mets ne bere (bear) thy knyfe to mowthe, Whether thou be sette, be strong, or contac."

It will be already clear that the luxury of forks was unknown, and that delicate ladies and high bred gentlemen led themselves with the fingers of the left hand. In fact, the English were for a long time find rg out any necessity for folks. In Italy they were introduced to the table in the fourteenth century; they were known in Eng-land in the time or Edward I, but only as a rare curiosity. In a list of that monarch's wardrobe there is a mention made of two knives in silver sheaths, and a fork of crystal. In the letters of Peter Damiani, there is mention made of a lady, the wife of a Doge of Venice, whose extravagant luxury was such that she would not eat with her fingers, but had her meat cut into small pieces by her servants, which she acta-ally conveyed to her mouth with certain golden two-pronged forks-"qua moz illa quibusdam fuscinulis aureis atque bidentibus ori suo liguriens adhibebat"-an instance of wanton luxury so atrocious as to be held up by Peter as a warning to the lady to whom he was writing.

HOW ONE MAN CELEBRATED THE "FOURTH."

There is a patriotic person in New Jersey who celebrates the Fourth of July by himself.

"Our old friend and subscriber, Mr. Barnes Lane, in accordance with the custom which he has adhered to for the last six or eight years, celebrated the national anniversary on Thurs-day upon his own hook. He plays with facility upon the musical instruments named below, writes his own toasts, drinks the best wh-ater, fires his own powder, and writes out for publica tion the report of his proceedings in a full, round hand. Hence he very properly styles it, in a note addressed to the *Register*, 'an independent celebration got up to suit himsell.' append the report sent us by Mr. Lane:-

At subrise the Stars and Stripes were flutter-ing in the breeze, when a heavy firing commenced and continued for a long time; then the Declaration of Independence was read; and then the toast-table (an old hog-head turned bottom upwards) was prepared, when the following

whole shirt and a whole hide, well and good: if not let 'em rip. One gon, three cheers. Music en file. Tuve-'Yankee Doodle,'

"2. All hall! sweet Independence, hall! 'to ther we'll tribute pay; Lo' every ulgar act his part, Now sinvery's done away.

One gup, three cheers. Music on banjo. Tune *Durdy Jim

"2. George Washington and Abraham Lincoln -The two gicas Apostles of Freedom-the he former delivered our country from British ranny; the latter knocked the shackles of avery from four millions of human beings a one single blow; while gratitude remains in the human breast, the praise of these two great men will dwell on the tongues of all true patriote. One gun, six cheers. Music on Ger-man flute. Tune-'Washington's Grand March.' "4. The Jewei of Liberly-May it ever be kept

safe in the ark of Freedom. One gun, three cheers Music on violin. Tone-'Liberty Tree.

"5. The perjured Rebet cutthroats of the South -When the devil gets back to where he fell from, then may they get back to the halls of Congress, and not till then. One gun, three cheers. Music on octave flute. Tune-'Go to the

devil and shake yourself.' "6. President Johnson-If the copper in his heart and the brass in his face were melted together, we would have bell-metal enough to pay our war debt and have enough left to purchase a ton of hemp, so much needed in the South. One

gun, no cheers, no music, one hiss, "7. Jeff. Davis- We never heard tell of his raising hemp, but we do sincerely hope to hear tell of hemp raising him before he has a chance to die a natural death. One gun, six cheers. Music on accordeon. Tune-Logan Water (dead march).

"8, Died very suddenly (politically) on the 6th day of November last, precisely at sunset, in the Fourth Congressional District of New Jersey, with all the tearful symptoms of niggerphobia, Andrew Jackson Preamble Rogers; peace to his ashes and a slow resurrection. One gun and a few crocodile tears. Music on tin whistle. Tune-'Rogue's March.' ''9. Our last Presidential election-George B. McClellan got votes 21, while his soul goes marching on. One gun, three cheers. Music on Jewish cymbal. Tune-'John Brown.'

RAILROAD LINES,

RAILHOAD LINES, R E A D I N G E A I L E O A D GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OI PENNSYLVANIA, THE SCHUYLKILL, SUS QUEBANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND IHE CANADAS SUMMER ARRANGEMENT OF PASSENGER TRAINS, May 6, 187, Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the fol-lowing hourne-MORNING ACCOMMODATION, At 750A. M., for Reading and Intermediate Stations

Iowing hours:- MOENING ACCOM MODATION.
 A1750A. M., for Reading and intermediate Stationa, Returning, leaves Reading at \$30 P. M., arriving in Philadelphia at \$10 P. M. MORNING EXPRESS.
 A1856 A. M. for Reading, Lebanon, Harrisburg, Fottaville, Pinegrove, Tamagua, Sunbury, Williams- fottaville, Pinegrove, Sungary, Sunga

berland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS
 Leaves Philadeiphia at 359 P. M., for Beading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Rairoad trains for Columbia, etc. POTINTOWN ACCOMMODATION
 Leaves Polistown at 620 A. M., stopping at Intermedinte Stations; arrives in Philadeiphia at 530 P. M.; arrives in Pottsville, Barrives in Pothering, leaves Philadeiphia at 630 P. M.; arrives in Pottstown at 546 P. M.
 READING ACCOMMODATION
 Leaves Reading at 750 A. M., stopping at all way stations, arriving at Philadeiphia at 500 P. M.; arrives n Reading at 750 A. M., stopping at all way stations, arriving at Philadeiphia at 500 P. M.; arrives n Reading at 750 A. M., arriving in Philadeiphia at 500 P. M.; and Pottsville at 838 A. M.; arriving in Philadeiphia at 500 P. M.; and Pottsville at 838 A. M.; arriving in Philadeiphia at 500 P. M.; and Pottsville at 835 A. M.; arriving in Philadeiphia at 500 P. M.; arrives in Trains for Philadeiphia at 500 P. M.; and Pottsville at 835 A. M.; arriving in Philadeiphia at 500 P. M.; arriving in Philadeiphia at 500 P. M.; Afternoon trains leave Harrisburg at 210 P. M.; Afternoon trains leave Harrisburg at 260 P. M.; M.; and Harrisburg at 645 P. M.; Antony at Reading at 715 A. M.; and Harrisburg at 710 P. M.; Connecting at Reading with Attences

HARRISBURG ACCOM MODATION Leaves Reading at 715 A. M., and Harrisburg at 4'16 P. M. Connecting at Reading with Atternoon Accommodation south at 6'30 P. M., arriving in Phila-delphia at 9'36 P. M. Market train, with passenger car attached, leaves Philadelphia at 12'46 noon for Potisville and all way stations. Leaves Potisvilleat 7'00 A. M. for Philadel-phia and all way stations. All the above trains run daily. Sundays excepted. Sunday trains leave Potisville at 8'00 A. M., and Philadelphia at 3'17 P. M. Leave Philadelphia for Philadelphia at 3'17 P. M. Leave Philadelphia for Philadelphia at 3'26 A. M., returning from Reading at 8'00 A. M., context of the state of the stat

CHESTER VALLEY RAILROAD.

P.M. PAM. Passengers for Downingtown and intermediate points take the 7:30 Å. M., and 5'00 P. M. trains from Philadelphia, returning from Downing town at 6'10 Å. M. and 1'00 P. M. NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST Leaves New York at 9 Å. M. and 5 and 8 P. M. painsing Reading at 1'00 Å. M and 1'50 and 10'08 P. M., and connecting at Harrisburg with Pennsylvalla and Northern Central Railroad express trains for Pitta-burg. Chicaeo, Wullamsport, Elmira, Baltimore, etc. Itelurning, express train leaves Harrisburg on ar rival of the Pennsylvaula express from Pittsburg, at 3 and 8'50 Å. M. and 9 P. M., passing Reading at 4'2 and 10'80 Å. M., and 4'90 and 1'10 F. M., and ar'10 he New York at 10'10 Å. M. and 4'40 and 5'20 P. M. Sleepingcars accompany these trains through between Jersey City and Pittsburg, without change. A mail train for New York leaves Harrisburg at 2'10 P. M. Mail train for Harrisburg Baves New York at 2M.

at 12 M. SCHUYLKILL VALLEY BAILBOAD.

SCHUYLKILL AND SUSQUEHANNA RAILEOAD

SC.HUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremoni, returning from Harrisburg at 350 P. M., and irom Tre-mont at 735 A. M. and 652 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Through first-class lickets and emigrant tickets to 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 Pointown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pointsown Accommodation trains, at reduced rates. The following lickets 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 tamilies and firms. SEASON TICKETS. For three, six, nine, or tweive 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 From Philadelphia to principal stations, good for

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 CALLOW HILL Streets. FREIGHT.

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD

SUMMER TIME, TAKING EFFECT JUNE 2, 1877, The trains of the Pennsylvania Central Railroad leave the Depot, at 3 H112TY-FIRIST and MAINET Surgets, which is reached directly by the cars of the Market Street Passecare Railway. Those of the Ches-nut and Wainut Streets Railway run within one monare of R.

square of it. On Sandays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train. Sleeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninth and Chesnut streets. Agents of the Union Transfer Company will call for and cellver basges at the Depot. Orders left at No. 90 Chesnut street, or No. 1 South Eleventh street, will rescive attention. are of it.

 901 Chesnut street, or No. 1 South Eleventh stretrector.

 TRAINS LEAVE DEPOT, VIZ:

 Mail Train
 100 Chesnut street, or No. 1

 Pholl Accommodation, No. 1
 100 Chesnut street, or No. 1

 Pholl Accommodation, No. 2
 100 Chesnut street, or No. 1

 Pholl Accommodation, No. 2
 100 Chesnut street, or No. 1

 Pholl Accommodation, No. 2
 100 Chesnut street, or No. 1

 Parisesburg Accommodation
 100 Chesnut street, or No. 1

 Parkesburg Train
 100 Chesnut street, or No. 1

 Ventern Accommodation Train
 54 Chesnut street, or No. 8

 Chesnut Street, No. 8
 90 Chesnut street, or No. 8

Parkesburg Train Lancaster Train Fast Libe and Eric Express Pacifi Accommodation, No. 2..... 6-20 P. Day Express Pholi Accommodation, No. 3.....

---- 750 P. M. 9 50 P. M. Intrisburg Accommodation For iurther information apply to JOHN C. ALLEN, Ticket Agent, No. soit CHESNUT Street, 8A MUEL H. WALLACE,

SA BUCEL R. WALMACE, Ticket Agent at the Depot, The Pennsylvania Railroad Company will not as-sunce any rak for Baggage except for Wearing Ap-parel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken ington. TRAINS ABRIVE IN PHILADELPHIA. From Beth ohem, at 915 A. M., 200 and 8%0 P. M. 765 P. M. train makes direct connection with Looigh Valle? trains from Easton, Wilkesbarre, Mahanoy Gty, and Hazieton. Passengers leaving Eastors at 10.0 A. M. arrive in Philadelphia at 2%5 P. M. From Longenetic at 130 P. M., connect at Bethiehem at 615 P. M., and arrive in Philadelphia at 8%0 P. M. From Doylestown at 825 A. M., 610 P. M., and 7% P. M. From Lansdale at 720 A. M. From Fort Washington at 1%6 A. M. and 3%5 P. M. ON SUNDAYS. Philadelphia for Beahlenen at 930 A. M. Philadelphia for boylestown at 2%5 P. M. Doylestown to Philadelphia at 7%0 A. M. Bethiehem to Flaindelphia at 7%0 A. M. Bethiehem to Philadelphia at 7%0 A. M. Bethiehem to Flaindelphia at 7%0 A. M. Bethiehem to Bethiedelphia at 7%0 Bethiehem to Bethie

by special contract, EDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

Florence. At 5 and 10 A. M., 4, 4, 5, 6, and 11:30 F. M., for Edge-water, Hiverside, Hiverton, and Palmyra. At 5 and 10 A. M., 1, 4, 6, and 11:30 F. M., for Fish

The 1 and 11'30 P. M. Lines leave from Market Street

Ferry, upper side, LINES FROM KENSINGTON DEPOT

Will leave as follows:-Atll A, M., 430 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines.

Fare, \$5. At8, 10'15 and 11 A. M., 2'30, 3'30, 4'80, 5, and 12 P. M., or Trenton and Bristol, At 8 and 10 15 A. M., 2'30, 5, and 12 P. M., for Morris-

At 8 and 10'15 A. M., 2'30, 4'30, 5. and 12 P. M., for

At 7:00 and 10 Å, M., 2:00, 4:00, 6, and 12 P. M., 107 Schencks. At 10:15 A. M., 2:00 and 5 P. M., for Eddington. At 7:00 and 10:15 Å. M., 2:30, 4.5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at s P. M.

 Philadelphia, Wilmington and Bal-time rankers.

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 Table</td or Holmesburg and intermediate stations. BELVIDERE DELAWARE RAILROAD LINES.

From Kensington Depot, From Kensington Depot, At 8 A. M. for Ningara Falls, Buffalo, Dunkirk, Cananoaigua, Elmira, Ithaca, Owego, Rocnestor, Binzhamion, Oswego, Stracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Strondsburg, Water Gap,

At 8 A. M. and 8'30 P. M. for Beividere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-

At 5 P. M. for Lambertville and intermediate Sta-

tions. Lines from West Philadelphia Depot, via Connect-ing Hallway, willleave as follows:-At 150 A. M. and 120 and 6 30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25, The 150 A. M. and 6 30 P. M. Lines will run daily. All others, Fundays excepted, July 15, 1867. WM. H. GATZMER, Agent,

FOR CAPE MAY BY RAILROAD, FROM

RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD.

7 1

GOVERNMENT SALES.

G OVERNMENT SALE OF THE MILITARY

G OVERNMENT SALE OF THE MILITARY Railroad at Brazos Santiago, Texas.-Office Unief Quarterinaster Fifth Military District, New Orieans, La., July 9, 1897. Sealed Proposais will be received at this office until 12 M., August 16, 1867, for the purchase of all the right, title and interest of the United States in and to the United States Military Railboad from Brazos Santiago to White's Ranches 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 dining to the road, together with the rolling

tock. cars, machinery, and other equipment,

stock, cars, machinery, and other equipment, as follows:-9% miles Railroad Track. 2 Tern-Tables. 25,000 pounds Railroad Chairs. 560 Cross Ties. 9,560 pounds Railroad Iron. 4 Italroad Frogs and Switch Stands. 1 Locomotive and Tender (named "West-ern").

8 Flat Cars.

Hand Cars.

56 pounds Car Springs. 2 Crow Feet.

l Spike Manis. 1 Track Guage. 1 Fire Tongs. 1 Railroad Depot Building.

Foreman's Quarters. T Wharf, pounds American Packing.

pounds Jute Packing. lect Rubber Hose.

Douglas Pump.

(ooking Stove.

Snackle Bars,

Lantern, Segnal Lanterns, Grind Stones.

Turning Lathe.

2 Sets Carpenters' Tools, 2 Water Buckets. 2 Jackscrews and Levers.

Cold Chisel. Blacksmiths' Hammers

Blacksmiths' Tongs.

1 Hose Nozzle. The saie will not include the title to the land, which does not beyong to the United States. This road is about ten miles in length, and exleteds from Brazos Santiago to White's Ranche, on the Rio Grande, From this point contection is made by steamer with Browns-ville and Matamoras

ville and Matamoras. The route is the shortest and best for the im-mense traffic between the Guif 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 torthous navigation. The road is five feet gatge, good ties, T rail, and fall

The property may be inspected on applica-

The property may be inspected on applica-tion to Captain C. H. Hoyt, A. Q. M., Browna-ville, Texas, and any information desired may be obtained from that officer, or from the office of the Chief Quartermaster, Fifth Military Dis-trict, New Orieans, La. A condition of the sale will be that trans-portation shall be furnished for all Government transport of the sale will be that trans-

troops and supplies whenever required, at rates not to exceed those paid by the United States to other rairoad companies in the Fifth Mili-

tary 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

any or all proposals. Proposals should be indorsed "Proposals for the purchase of Brazos Santiago and Rio Grande

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

ARGE SALE OF PUBLIC PROPERTY

OFFICE OF ARMY CLOTHING AND EQUIPAGE, No. 29 BROADWAY, NEW YORK, July 17, 1867. Will be sold at Public Auction at the Depot of

Army Clothing and Equipage, No. 400 WASH-INCTON Street, New York city, on TUESDAY

he 6in day of August next, commencing at 11 o clock A. M., to be continued from day to day, he toilowing articles of Army Clothing and

34,000 Uniform Jackets. 7,775 Veteran Res. Corps Jackets.

128,000 Knit Shirts, 40 000 Great Coats (Footmen's).

30,000 Great Coats (Horsemen's).

Equitage:-15,000 Uniform Coats,

19.000 Knit Drawers.

150,000 Woollen Biankets. 30,000 Rubber Blankets.

00,000 Uniined Sack Coats.

807 pairs Leggings. 434 Husaar Jackets.

7 20 151

tionable.

2 178 Dark Blue Trowsers.

2,151 Buckles for Trowsers. 54 yards Dark Blue Cloth. 419 yards Blue Finnel.

1,892 yards Green Merino. 129 yards Black Wigans. 799 yards Bb ck Alpaca. 445 yards Brown Hollands.

Also, a quantity of various articles of irrega-ar Ciothing and Equipage. Samples of all can be seen at the depot within ten days of sale, and catalogues had.

Terms—Cash in Government funds; ten per ent. down and the baiance before the goods are

aken from the depot, which must be within five days after the sale, under forfeiture of pur-chase and the ten per cent. deposited. Byt. Major-General D. H. VINTON.

PROPOSALS.

DROPOSALS FOR WOOD

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., July 16, 1867.] Scaled Preposals are invited and will be re-ceived 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 Govern-ment Woodyard, at Alexandria, Va. Bids for 1000 cords, with the privilege of the lol, are invited, but for an amount less than 100 cords bids will not be entertained. Froposals must be plainly marked "Propo-sals for Wood," and be addressed to the un-dersigned.

tersigned. Fifteen days will be allowed parties toremove

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 understands of their one, the right to reject any or all bids that may be considered objec-

Payment in Government funds is required upon the acceptance of the bid. 7 17 101 CHARLES H. TOMPKINS,

Brevet Brig. General Depot Quartermaster.

W I L L I A M S. G E A N T. COMMISSION MERCHANT, No. B S. DELA WARE Avenue, Philadetphia, AUENT FOR Dopont's Gunpowder, Refined Nitre, Charconi, Sice, W. Baker & Co.'s Chocolaste, Coota, and Hroma. W. Baker & Co.'s Yellow Motal Sheathing, Crucker Bros. & Co.'s Yellow Motal Sheathing, Boits, and Nalle.

Asst. Qr. Master Gen'l U. S. A.

15,000 Biogans, 130,000 Leather Neck Stocks, 45,000 Hat Feathers, 100,000 Knapsacks (Regulation).

11.000 Mann's Patent Knapsacks. 50,000 Haversacks (Regulation). 7,500 Haversacks (Enamelled).

21,000 pairs Trowsers, Horsemen's. 15,600 pairs Trowsers, Footmen's.

10,000 Rubber Ponchas 0,000 Lined Sack Coats,

100 to0 Forage Caps. 59,000 pairs Bootees, M. S. 3,900 pairs Boots, M. S.

Siedge Hammers. 15 Hammer Handles, 2 Spike Punches, 1 set Blacksmiths' Tools,

2 Vises. 1 Cross-cut Saw.

173 Fick Axes, 24 Fick Axe Handles,

4 Square Brasses

2 Stuffing Boxes. 1 Brass Faucet. 1 Hose Nozzle.

spiked.

ment.

Witter Casks

Feed Pipe. Cistern. Office Desks.

Stove. Claw Bars.

8 Spades. 45 Shovels.

Auvia.

Bellows 2 Pupch Bars.

Push Cars.

N ORTH FENNSYLVANIA BAILEOAD,-THE MIDDLE ROUTE.-Shortest and most intentroute to Bethelen Allentown, Mannai bung, Bareton, White Haven, Willesbarro, Mahanoy City, Montal Canno, and all points in the Lonigh. Ma-more, and when ing coal regions. Mannai bung, bunder Canno, and all points in the Lonigh. Ma-more, and when ing coal regions. Mannai Canno, and all points in the Lonigh. Ma-more, and when ing coal regions. Mannai Canno, and all points in the Lonigh. Ma-more, and when ing coal regions. Mannai Canno, and All points in the Lonigh. Ma-Mannai Canno, and All points in the Lonight. Mannai Canno, and Mannai Canno, and All points in an ets., daily (sundays excepted), as follows--Affectps: Stations on North Pennsylvania Railroad, for Allentown, Catassingua, Elating on Mauch Chunk, witherity, Journey allows also in connection with charter Klimpitor. Plusters, and all points in the benish and Mahanoy Railroad, for Mahanoy City, and with Catawisa Railroad, for Mahanoy City, and which at trys A. M. S. Witkes-Marker Chunk at trys A. M. S. Witkes-

York, At 346 A. M.—Accommodation for Doylestown, atop-ping at all intermediate stations. Presengers for Willow Grove, Hatboro, and Hartaville, by this train, lake the singe at Oid York road. At 10:15 A. M.—Accommodation for Fort Washing-ton, stopping at intermediate stations, At 10:15 P. M.—Express for Benitehem, Allentown Manch Chunk, White Haven, Wilsesbarre, Mahaooy City, Centralia, Sherandoah, Mount Carmei, and all points in the Mahaboy and Wyrning Coal regions, Passengers for Greenville take this train to Guaker-town.

Presengers for Greenville take this train to Gnaker-town. At 2.45 F. M.-Accommodation for Doptestown, stopping at all intermediate stations, Passengers take singe at Daylestown for New Hope: at North Wales for summeriown. At 4.2 M.-Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, itation, and itarisville, take stage at Abing at all intermediate stations. Passengers for Willow Grove, itations, and itarisville, take stage at Abing at all intermediate stations. Allostown, and At 520 P. M.-Through accommodation for Bethle-hem and all stations on main line of North Pennayl-vania Raifroad, connecting at Schlehehem with Lehign Valley Evening train for Easton, Allentown, and Mauch Chunk. At 520 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations. At 1750 P. M.-Accommodation for Fort Wash-ington.

Ington, TRAINS ABRIVE IN PHILADELPHIA.

PHILADELPHIA, WILMINGTON AND BAL-

"Loke thy mayivs ben clene in beythe, Lest thy felagh lothe ther wythe (therewith).

"Byt not on thy brede and lay it down, Thiat is no curteave to use in towne, But breke as myche as though wylice The remelant to pore thou shalle lete

"Let never thy cheke be made to grete (too great) With morsel of brete that thou shall etc; And apys (apes) mow men sayne he makes That brede and flesh in bys cheke bakes.

"On bathe halfe thy monthe, so that thou ete Mony a skorns shalle thou gete. Thou shalle not langhe, ne spoke no thyng While thi mouthe be fulle of mete or drynke.

"Ne suppe not with grete soundyng, Nother pologe ne other thyng: Let not thy spone stand on thy dysche, Whether thou be served with flesh or insche; Ne lay hit on thy disac-syde, But clense hit honestly withouten prids."

They were very particular about the cloth; it was not to be solled; nothing was to be thrown upon it, but upon the floor, about which they do not appear to have cared, as it was generally covered with russes, so that bones, etc., might be thrown there with impunity.

"Loke no browyng on thy flynger pore Belouie the clothe the before."

Further on the guest is warned against spitting on the cloth, from which is might be in-ferred that he might spit upon the floor.

"Gif thou spit on the borde or elle opone. Thou shalle be holden an uncurtanye mon."

He is warned not to dip the same piece of bread twice in the dish, and to wipe his mouth before orinking, which, as one cup served for many, was a necessary injunction. Also, he is not to call for a dish once removed.

'In thi cysche yf thon wete thy brede, Loke ther of that noght be lede. To cast ayne thy dysche into, Thou are unkynde yf thou do so; Dry thy mouthe ay wele and fynde When thos shall drynke other ale or wyne. "Ne calls thou noght a dysche agayne, That ys take fro the borde in playne."

Cats and dogs were allowed in the hall during dinner; but it was very bad manners to caress or touch one, even if it were the guest's own dog.

"Yf thy newne dogge thou scrape or clawe, That is holden a vyse emong men knawe. "Whereso thou sitt at mete in hords, Avoidet's cat at on bare words. Ffor yf thou stroke cot other dogge, Thou are lyke an ane leyzed with a clogge."

Although pocket-handkerchiefs were not in use, we glean from the books of etiquette that no embarrassment ensued at the table, as we should have imagined, seeing that they were should have integrated, seeing that they were compelled to respect the cloth, and yet ate with their fingers. What in our day would be a gross indelicacy even in a peasant, was no indelicacy then. In the "Boke of Curtasye" the difficulty is thus got over:-- '

"Yf thy noze thou clease as may befalle. Loke thy houde thou clease with alle: Pr vely with skyrt do bit away. Or ellis thrugh thi tepet that is so gay."

In the "Contenances de Table" this is again enjoined. The person is told not to use the hand with which he carries his meat to the mouth, but to lay down his knile and use that hand. Army,

"10. The Nulmeg State-If it ever means to supply the market with copper nutmeg graters we think now is the time. One gun, three Music on base violin. Tune-'Hail cheers. Columbia.

"11. Old Sussez-When we look at its moun tains and its valleys, its rocks and its hills, Sprout Hill in particular, we taink nature formed it on purpose for a den of Copperheads. One gun, nine uncarthly hisses.

The fair sex-The late fashion affords scarcely material enough to cover their -calps, to say nothing of their waterfails; may we soon see bonnets once more. One gun and a smile. Music on jewsharp. Tune-Barney, let the girls alone." B. LANE,

-The Board of Managers of the National Asylum for Disabled Volunteer Soldiers have made their report to Congress. As already known, sites for buildings have been purchased at Augusta, Me., and Milwaukee, Wis. A third has yet to be selected. The Managers suggest additional legislation, with a view to the additional care of wives and children of the soldiers supported by the Institution, so as to obviate the objection urged by the soldiers to being separated from their families. The expenditures of the Board of Managers have been:-

Printing, postage, transportation, and \$5,217

salaries.... For out-door relief to disabled soldiers ... 79,62

For purchases of real estate, construc-tion, furniture and equipment...... For current expenses of the several branches, clothing, and subsistence..... 20.000

Total \$105,3% diers, most of them entirely helpless.

-The Howard University of New York city. an institution chartered by Congress last winter for the education of the colored race, is now going into operation with great success 50 pupils being already gathered in its normal school. During the last month the corporation purchased a farm of 150 acres on Seventh street for \$147,500. Within that month it has sold off land to the amount of \$180,000, and still reserves 30 acres, valued at \$100,000 more for University purposes. A building has been commenced for recitation, and other rooms, the contract price of which is \$65,000, which will be filled with schoiars before another spring. The Faculty are now partially or-ganized, and a Professor of Theology is soon to be chosen. Should the University continue to flourish as it has begun, by another year it will undoubtedly be at the head of the colored educational institutions of the country.

-Among the members of the Harvard College class of 1817, who celebrated their halfcentury reunion at the Boston Revere House. on Saturday evening, were Caleb Cushing, Stephen Salisbury, Rev. Dr. Stephen H. Tyng, and David Lee Child. George Bancroft, another member, was absent.

-General Grant has ordered the arrest of Brevet Major-General S. W. Cranford, for disobedience of orders, in having failed to report to his regiment at Louisville, as requested by special orders from the Headquarters of the

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 550 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Potts-ville, Fort Clinton, and all points forward. MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. 48

W EST CHESTER AND PHILADELPHIA KAILROAD, VIA MEDIA. SUMMER A RRANGEMENT. On and alter MONDAY, June 24, 1867. Trains with leave Denot, THIRTY-FIRST and CHESSNUT Streets. West Philadelphia, as follows:-Leave rhiladelphia, as follows:-Leave rhiladelphia for West Chester, at 715 A. M., 11 A. M. 230 P. M., 416 P. M., 450 P. M., 700 P. M., and 1200 P. M. EST CHESTER AND PHILADELPHIA

11 A. M. 230 P. M., 415 P. M., 450 P. M., 700 P. M., and hum P. M.
Leave West Chester for Philadelphia, from Depot on East Market street, at 615 A. M., 715 A. M., 756 and 1036 A. M., 155 P. M., 450 and 650 P. M.
Trains leaving West Chester at 730 A. M., and leav-ing Philadelphia at 456 P. M., will stop at B. C. Junc-tion and Media only.
Passengers to or from stations between West Ches-ter and H. C. Junction going east, will take train leaving West Chester at 715 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 550 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 cach train, to convey passengers but the city: and for thes leaving the Depot take the cars on Market street, the last or connecting with each train leaving front and Market streets infirity minutes previous to detartures.

Treet, the inst car connects thirty minutes previous to detarture. The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down the anot street, past the principal hotels and the Cam-cen and Amboy RR. office, st Walnut street wharf, passing out Walnut street to the droot. ON SUNDAYS. Leave Philadelphis at \$70 A. M. and 2 F. M. Leave West Chester at 745 A. M. and 6 P. M. The cars on Market street will connect with all sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city. Trains the Yall connect at 750 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. H. R. for Oxford and intermediate points. Passengers are allowed to take wearing appare only, as bangage, and the Company will not in any case be responsible for an amount exceeding one hun-dreed thats, unless a special contract is made for the same. Henny Market and the company will not in any case be responsible for an amount exceeding one hun-dreed tollars, unless a special contract is made for the same. Henny Woold.

General Superinte stra h ANNAMESSIC SHORT LINE

AND

United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Philadelphis, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal citles South, Including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannan, Raleigh. Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile, New Orleans, and intermediate points,

For tickets and information inquire at Offices, Nos. il and s25 CHESNUT Street, or at Depot, BROAD treet and WASHINGTON Avenue. [713m H. V. TOMPEINS, General Agent, Norfolk, Va. C. I. TROWBRIDGE, General Passenger Agent.

FAST FREIGHT LINE, VIA NORTH PENN-P SYLVANIA RAL.ROAD, to Wilkesbarre. Ma hanoy 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.

Consigned to the above-named points. Goods delivered at the Through Freight Depot, S E, Cor. of FRUNT and NOBLE Streets, before 5 P. M., will reach Wilkesbarre, Mount Car-mel, Mahanoy City, and the other stations in Maha-noy and Wyoming Valleys, before 11. A. M. of the suc-ceeding day. <u>ELLIS CLARE</u>, <u>626 im</u> <u>Agent</u>

WEST JERSEY RAILROAD.

SUNDAY MAIL TRAIN FOR CAPE MAY. Commending SUNDAY, June 23, 1867, the SUNDAY MAIL AND PASSENGER TRAIN will leave Phila-delphia, foot of Market street (upper ferry), st 7 A. M. Returning leave Cape Island at 5 P. M., stopping at principal Stations only. Fare, \$300. Excursion Tickets, \$400. Good this day and train only. WILLIAM J. SEWELLA 6 20 19

foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July IX, 1887,
 900 A. M. Aioring Mail. Due 1275 P. M.
 4:00 P. M. Cape May, Passenger. Due 7:18 P. M.
 4:00 P. M. Express. Due 7:06 P. M.
 8:100 P. M. Express. Due 7:06 P. M.
 9:00 A. M. Morning Mail. Due 10:07 A. M.
 9:00 A. M. Fast Express. Due 10:07 A. M.
 9:00 A. M. Cape May Express. Due 8:25 P. M.
 5:00 P. M. Cape May Express. Due 8:25 P. M.
 5:00 P. M. Cape May Express. Due 8:25 P. M.
 5:00 P. M. Cape May Express. Due 8:25 P. M.
 5:00 P. M. Cape May Express. Due 8:25 P. M.
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 5:00 P. M. Cape May Express. Due 8:25 P. M.
 5:00 P. M. Cape May Express. Due 8:25 P. M.

Cape Island at 500 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. 328 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their bag-gage checket at their residences.

WEST JERSEY RAILROAD LINES. WEST JERSEY HAILGOAD LINES, from loot of MARKET Street (Uoper Ferry), Commencing SATURDAY, July 12, 1867.
 8700 A. M. Morning Mail, for Bridgeton, Salesa.
 Milville, Vincland, and ustermediste stations.
 9700 A. M. Cape May Morning Mail.
 3700 P. M. Grape May Accommodation.
 3730 P. M. Bridgeton and Salem Passenger,
 470 P. M. Cape May Express.
 6700 P. M. Woodbury Accommodation.
 Cape May Express.
 6700 P. M. Woodbury Accommodation.
 Cape May Freight leaves Camden at \$20 A. M.
 West Jersey Freight Train leaves Camdea at 12 M.

(noon). Freight will be received at Second Covered Wharf below Walnut street, from 700 A. M. until 500 P. al. Freight received before 900 A. M. will go torward the

day. hight Delivery, No. 228 S. DELA WARE Avenue WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILROAD.

NORRISTOWN RAILROAD.
TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMAANTOWN.
Leave Philadelphin 6, 7, 8, 905, 10, 11, 12 A. M. 1,
25, 4, 45, 55, 66, 7, 8, 9, 10, 11 P. M.
Leave Germantown 6, 7, 7%, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 5, 4, 46, 6, 65, 7, 8, 9, 10, 11 P. M.
The scale Germantown 6, 7, 7%, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 5, 4, 46, 6, 65, 7, 8, 9, 10, 11 P. M.
The scale Germantown 8, 7, 7%, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 5, 4, 46, 6, 65, 7, 8, 9, 10, 11 P. M.
The scale Germantown 8, 7, 7%, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 5, 4, 46, 6, 65, 7, 8, 9, 10, 11 P. M.
The scale Germantown 8, 10, 12 M. M.
Leave Philadelphin 9% A. M. 2, 7, 10% P. M.
Leave Germantown 8% A. M. 1, 6, 8% P. M.
CHENNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 824, 534, 7, 3
and 11 P. M.
Sto, 540, 540, 840, and 1040 P. M.
Sto, 540, 540, 840, and 1040 P. M.
Sto, 540, 540, 840, 840, 400 P. M.
Leave Chesnut Hill 750 A. M. 1240, 340, and 320 P. M.
Leave Chesnut Hill 750 A. M. 1240, 340, and 320 P. M.
Leave Chesnut Hill 750 A. M. 1240, 340, and 320 P. M.
Leave Chesnut Hill 750 A. M. 1240, 340, and 320 P. M.
CON SUNDAYS.

Leave Chesnut Hill 750 A. M. 1240. 540, and 928 P.M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 5, 75, 9, and 1105 A. M. 15, 3, 45, 55, 65, 805, and 115 P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 15, 3, 45, 65, 806, 90, M. 200 and 9715 P. M. Leave Philadelphia 9 A. M., 200 and 715 P. M. Leave Philadelphia 9 A. M., 200 and 715 P. M. Leave Norristown 7 A. M., 500 and 9 P. M. Leave Philadelphia 9, 75, 9, and 1165 A. M. 15, 3, 16, 5, 505, 95, and 115 P. M. Leave Philadelphia 9, 75, 9, and 1165 A. M. 15, 3, 35, 5, 65, 805, 95, and 115 P. M. Leave Manyunk 610, 78, 820, 95, and 115 A. M. 2 55, 5, 65, 805, 97, and 115 P. M. Leave Philadelphia 9 A. M. 25, and 75 P. M. Leave Philadelphia 9 A. M. 55 and 75 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 6 and 95 P. M. Leave Manayunk 75, A. M. 75, A. M.

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

SUNDAY Mice street at 730 A. M., and Atlantic at Leaves Vine street at 730 A. M., and Atlantic at 440 P. M. Fare 10 Atlantic 22. Round Trip Tickets, good only for the day and train on which they are issued, 33. Tickets for sale at the Office of the Philadelphia Local Express Company, No. 625 CHESSNUT Street and at No. 828 CHESSNUT Street, Continental Hotel. The Philadelphia Local Express Company, No. 625 CHESSNUT Street, will call for baggage in any part of the city and suburbs, and che 2 to hotel or cottage at Atlantic City. 6 24 M

Stopping at all Stations between Thinksopping at all Stations between Thinksopping at all Stations between Thinksopping and the Winnington. Leave Philadelphia at 12700, 2000, 4530, 6500, and 11730 (dxily) P. M. The 4730 P. M. Train connects with belaware kaliroad tor Milford and Intermediate ata-tions. The 6500 P. M. Train runs to New Castle. Leave Winnington 6730, 715 and 8 A. M., 4500 and 675 (daily) P. M. The 715 A. M. Train will not stop at antions between Chester and Philadelphia, FROM 56A 1713 (OtkE TO Phila ADELPHIA, Leave Baltimore 725 A. M., Way Mail, 955 A. M., Express, 210 P. M., Express, 6730 P. M., Express 575 P. M., Express.

Express, 715 P. M., Express, 655 P. M., Express, SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at \$55 P. M., stopping at Havre-de-Grace. Perryville, and Wiimington. Also stops at Northeast, Elkion, and Newark to take pussengers for Philadelphia and leave passengers from Washing-ton or Baltimore, and at Chester to leave passengers from Washington or Baltimore. Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 825 CHESN UT Street, under the Continential Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company. 483 H. F. KENNEY, Superintendent. Raifroad," and addressed "Brev. Lieut. Col. A. J. McGonnigle, A. Q. M. U. S. Army, office Chief Quartermaster, Fifth Military District, New Orleans, La." A J. McGONNIGUE

DEILADELPHIA AND ERIE RAILROAD .-

L SUMMER TIME TABLE. Trough and alread route between Philadelphia. Baldmore, Harrisburg, Williamsport, and the Great oil Region wi Pennsylvanta. FLEGANT SLFEPING CARS on all Night Trains. Un and alter MONDAY, April 18, 1867, the trains on the Philadelphia and Eric Balfroad will run as follows:-

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.-Summer Arrangements. On and alter SATURDAY, June 1, 1867, Trains will leave Philadeiphia, from the Depot of the West Creater and Philadeiphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Phila-delphia), at 715 A. M. and 450 P M. Tave Hising Sun at 5 th and Oxford at 600 A. M. and leave Oxford at 325 P. M. A Market Train, with Passenear Carattached, will run on Thesdays and Fridays, leaving the Rising Sun at 115 A. M., Oxford at 1200 M., and Keeneti at 100 P. M., connecting at West Chester Junction with a train for Palladelphia. On Wednesdays and Satar-days trains leave Philadelphis at 210 P. M., run ing the Train leaving Philadelphis at 715 A. M. con-meets at Oxford with a daily line of Stages to Pesch foutom. In Lancaster county. Returning, leaves peach Bottom to connect at Oxford with the Alter-nom Train for Philadelphis. The Train leaving Philadelphis at 450 P. M. runs to Risking Sun M. The Train leaving Philadelphis at 450 P. M. runs to Risking Sun, M. DHILADELPHIA AND BALTIMORE CEN

Rising Sun, Md. Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one bundred dollars, unless a special contract be made for thesama. dollars, unless a special contract be made for thesama. HENRY WOOD, General Sup't,



FITLER, WEAVER & CO MANUFACTURERS OF

Manilla and Tarred Cordage, Cords Twines, Etc.

No. 25 North WATER Street, and No. 22 North DELAWAILS AVELUE, EDWIN H. FIYLER, MICHAEL WEAVER, CONBAD F CLOTHIES. \$145