Words Obsolete in England in Use in America. To the Editors of the Evening Post:

It is well known that many words and expressions have been preserved, and are yet in common use in America, which have become obsolete in England, or continue to be used there only in certain localities. Such obsolete words and expressions, whenever they occur in Shakespeare, are, of course, under stood at first sight by the American reader; while, to make them intelligible to the English reader, they appear to require notes (often fortified with learning) by English editors. For the sake of brevity these may be termed Shakespeare's Americanisms! even though he happened to make use of them a few years

before the first English settlements in America. Of this class of words (1.) chare is a familiar and often-quoted example, and it is used twice by Cleopatra. If, as is likely, it was pro-nounced in Shakespeare's time with the third sound of a, chawer, then the change to chore would easily follow; and in this form the word is in daily use in farmers' families in most of the Northern States.

(2.) Thills, for the shafts of a wagon; as "thill-horse," for the shaft or wheel-horse; also, jills, with the same meaning, as:—"An you draw backward we'll put you i' the fills." -Troilus and Crossida, III, 2.

(3.) "I think thee now some common customer."—All's Well, V, 3.—Customer properly means one who buys or trades; but in American slang we often hear, "loose customer," "hard customer," slippery customer, "rough customer," etc.

"rough customer," etc.

(4.) "My cake is dough."—Taming the Shrew, V. 1. And "Our cake is dough on both sides."—Taming the Shrew, I, 1.—One English editor remarks:—"This is an obsolete proverb, and its meaning is not now easily explained." But among people in this country who are in the habit of using proverbial expressions, there is not one more frequent and familiar; and it is well understood by all classes to signify "a loss of hope," disappointment, or the failure of some plans or expectations,

(5.) "Placket" and "placket-hole" are yet somewhat used in America; for I chanced not long ago to hear a lady giving some directions to her maid about "the placket-hole in her dress." My near relationship permitted me to ask an explanation. I was told that it was "the slit or opening in the upper part of the skirt, when it is made separate from the waist or body, for convenience in putting on or off." Three-quarters of a century ago there was much discussion among the editors and commentators of Shakespeare about the true and practical signification of this so frequently used word in Shakespeare. But the fact just stated goes to prove that Steevens (Dr. Johnson's friend) was right, as I suspect he pretty generally was, when in earnest in discussing any mooted Shakespearian question.

(6.) "___ -An envious sliver."-Hamlet, IV. "Sliver'd in the moon's eclipse."-Macbeth, IV, 1. "—Will sliver and disbranch."— Lear, IV, 2. The word "sliver" is yet known and used in America for a small splinter of

(7.) "Afeard" for afraid, fearful, or apprehensive. This word occurs some thirty times in Shakespeare's plays (see Mrs. Clarke's "Concordance"), and is there generally used by persons of high station. At the present day in this country it is often heard among uneducated persons of English descent.

(8.) "Flaw," for a puff of wind or a sudden gust, occurs some half-a-dozen times, and is duly explained each time by one of the best English editors-Singar; yet no cognate word better understood in this country, nor oftener used, especially by those living near the seaboard or on our great lakes and rivers.
(9.) "I cannot tell," is a phrase in vulgar use here with old people; and implies a puzzled feeling, or a state of stupid doubt or per-plexity. It is explained in this sense by the English editor just named—as, "I know not what to think of it,"

(10.) "Base tyke;" "Bobtail tyke." Tyke evidently meant a cur dog when Shakespeare wrote. I distinctly recollect that in my early years one of our native "help" was wont to call any one she was angry with "you ugly

(11.) "—— Slyly finger'd from the leck."—
3 Henry VI, V, 1.—A similar use of the word "deck" for a pack of playing-eards is common at the present day throughout the Western and Southern States.

(12.) "Fetchy and wayward was thy infaney." Richard III, IV, 4.—This word isalso to be found in two or three other passages in Shakespeare, and always applied to infancy, as peevish, fretful, and difficult to please. We now hear it used not only of children, but as often applied to grown people.

(13.) "Thou crusty batch of nature."-The word "crusty" is now more used in England than here, to mean cross or ill-tempered. word "batch" is borrowed from the baker's shop, and is still used as a popular figure of speech in America, generally in a derisive sense, the same as in Shakespeare's text; and, when applied to persons, means that all are equally bad and contemptible.

(14.) "There is not a whittle in the unruly camp"—Timon, V, 2.—I do not know that we now ever hear a pocket-knife called a "whittle;" but the practice of whittling is spoken of as an American characteristic. Hence the proverbial saying applied to a scheming but unsuccessful person:-"Always a-whittling, but never making nothing."

(15.) To quit, in the sense of to make even; and, also, to revenge. This word is so constantly used with both these significations, that American readers must wonder a little to see it explained by an English editor, and we therefore infer that it must be going out of

(16.) "— When I cried, Ho! Like boys unto a muss." Antony and Cleopatra, III, 2. Muss is a familiar word to Americans, as meaning a slight brawl or disturbance.

(17.) "— We first survey the plot,"

"— Fight for a plot, whereon the numbers used with us than any other term to signify a building site, or any small parcel of

(18.) "Moreover, puddings and flapjacks" were promised by the kind-hearted fishermen to the shipwrecked "Prince Pericles." "Flapjacks" are those broad, thin, and extemporaneously prepared cakes now called pancakes, and consecrated in Old England to Shrove Tuesday, but which are yet known in

New England by their Shakespearian name.
(19.) "Thee I'll rake up."—Lear, IV, 6.
"Where fires thou find'st unrak'd."—Merry Wives, V, 5. To "rake up" simply meant to cover over lightly or hastily with earth or ashes. To "rake up the fire" -couvre feu, and hence curfew-will soon become obselete all the world over; and with it, perhaps, the sacred word "hearth." It was, no doubt, as common as any household word in Shakespeare's time, when wood was probably the only fuel used inland, and a "sea-coal fire" only known to people of the seaport towns. Thirty years ago, in this country, before the era of stoves, friction matches, anthracite coal, and hot-air furnaces, the last duty in every farm-house and kitchen, before going to the Judgment of Paris.

"AMERICANISMS" IN SHAKESPEARE | bed, was "to rake up the fire," by covering the burning brands with ashes, to preserve them for lighting a fire the next morning. And servants were liable to reproof for neglect of this duty the same as in England (see Merry Wives of Windsor), as it was not only unsale, but made it necessary to run to the neighbors in the morning to fetch live coals."* (20.) "But with a longer tether may be walk."—To explain the meaning of the word "tether" to any American reader would be

quite superfluous. (21.) "Hunts not the trail of policy so sure;" and "On the false trail they cry."—It will be a long while-generations or even centuries, perhaps—before the word "trail" ceases to be used by Americans; but even now it seems that English readers of Shakespeare require to have its meaning explained to them. (22.) "We will have, if this fadge not, an autic."—To "fadge" continues to be used in America as a somewhat vulgar synonym for to answer the purpose, to succeed, or to work

This probably does not include all of the Americanisms, as I have ventured to term them, to be found in Shakespeare's plays, as l have only just noted such as attracted my attention while occupied with a much more important and agreeable task.

There are not only words, but also things and facts to be found in Shakespeare which have become obsolete and nearly forgotten in England, but which we Americans have preserved and can readily understand at the present day. There are, indeed, many passages in Shakespeare reminding us that, at the time he wrote, England was comparatively a new country as America is at the present day. Thus, "Macbeth" says:-"The mind I sway by, and the heart I bear Shall never sagg with doubt, nor shake with

This truly sublime figure of speech comes from a homely source, being suggested by the necessary and almost exclusive use of timber as a building material in a new country, not only for houses, but especially for bridges, as happens to be the case in America at the present day. A piece of timber will "sagg" from the gradual effect of weight or pressure upon it; but it "shakes" or vibrates from the application of some sudden and transient force. And this is also the different operation of doubt and fear on the mind. The first is a slow and lasting change, while the latter is only a momentary impression.

Again, "Duncan's" horses are said to have-Turn'd wild in nature, broke their stalls, flung out, Contending 'gainst obedience-"

This was doubtless what is known in America by the Mexican word "stampede" -- a sort of panic which, from some cause, generally unknown, seizes upon horses and (more rarely) other domestic animals. It is probably unknown in Eugland at the present day, and only happens in parts of this country comparatively thinly inhabited-as the far West and some Southern districts. The same phenomenon is referred to where "Glendower" says:-"The goats ran from the mountains, and the herds Were strangely clamorous to the frighted

Again, of "Dumcan's" horses:--

"'Tis said they ate each other." This language, used of horses, sounds like poetical exaggeration. Yet it happens to be true that horses, when loose and engaged in deadly conflict with each other, only use their teeth, and aim to get at one another's throats, but never use their heels. They kick only when quarrelling, or when they are tied or hampered in some way.

For the confirmation of this last statement I

have the authority of the colonel of one of our (regular) cavalry regiments, who was himself brought up on a horse-raising farm in Virginia, and who has since had thirty years' experience in United States frontier service. C. W. S.

We are here reminded that much of the material for poetry is likely to be destroyed by the changes rapidly going on in the customs and appliances of our domestic and every-day life. Twenty years hence, when cast-tron cook-ing ranges have wholly displaced the old mas-sive brick ovens, this couplet may require ex-

planation:

"And crickets sing at the oven's mouth,
As the blither for their drouth.

—Pericles, Act III. Gower.

For then, probably, no one will hear and few remember ever to have heard this evening music, once familiar in every home. In like manner, and for the same reason, it may happen, after steel pens have been in use a century onger, a note by some future editor of Byrou may be needed to explain what he meant by his apostrophe to his "grey goose quill."

The Rothschilds and the Pope.

For fifteen centuries the Jews have been cursed by the Pope and persecuted by the Roman Church. There is no more revolting chapter of horrors in history than that of the treatment of the Jews at the hands of the Pontiffs. In all lands where the Roman religion is dominant, the children of Israel have been treated with barbaric rigor-allowed few privileges, denied all rights, looked upon as a people accursed of God, and set apart by divine ordina-tion to be trampled upon by the Church. In Rome, at the present day, the Jews are confined to the Ghetto; they are not allowed to

set up a shop in any other part of the city with-out a permit; they can engage only in certain trades, that are compelled to pay enormous taxes into the Papal Treasury; they are subject to a stringent code of laws established by the Pope for their especial government; they are uprisoned and fined for the most trivial offenses. They cannot own any real estate in the city; cannot build, tear down, or remodel any dwell-ing, or change their place of business, without Papal permission. They are in abject slavery, with no rights whatever, and entitled to no privileges, and receive none, except upon the racious condescension of the Pope.

gracious condescension of the Pope.

In former times they were unmercifully whipped, and compelled to listen once a week to the Christian doctrine of the priests. But time is bringing changes. The Pope is in want of money, and the house of the red shield has money to lend on good security. The house is always ready to accommodate Governments. Italy wants money, so she sells her fine system of railroads to the Bothschilds. The Pope of railroads to the Rothschilds. The Pope wants money, so he sends his Nuncio to the wealthy house of the despised race, offers them security on the property of the Church, the Campagua, and receives ten million dollars to maintain his army and imperial state. That was in 1865.

A year passes, and the Pontifical expenditures are five millions more than the income, and the deficit is made up by the Rothschilds, who take a second security at a higher rate of interest.
Another year is passed, and there is a third annual vacuum in the Papal treasury of six millions, which will quite likely be filled by the same house. The firm can do it with case. When will the Pope redeem his loan at the rate he is going? Never! Meanwhile the day is not far distant when these representatives of a per-secuted race will have all the available property of the Church in their possession. Surely time

A COSTLY NEWSPAPER WRAPPER.-The Greenville (S. C.) Enterprise comes to us with a \$1000 Confederate bond wrapped around it. -Houston (Texas) Telegraph.

-A California railroad has paid \$1000 for refusing a passenger's fare in greenbacks, and putting the tenderer of legal-tender out of the cars.

-History repeats itself, it is said, and so it does, for the world has once been waiting for

RAILROAD LINES.

PEADING RAIL ROAD
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA. THE SCHUYLKILL. SUSQUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the fol-

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

At 7:30 A. M., for Heading and Intermediate Stationa, Returning, leaves Reading at 6:50 P. M., arriving in Philadelphia at 9:10 P. M.

At 8:15 A. M. for Reading, Lebauon, Harrisburg, Pottsville, Pinegreve, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niamara Falls, Buffalo, Alientown, Wilkesbarre, Pittston, York, Carilsle, Chamberaburg, Hagerstown, etc., etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at FORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISE EURG with Northern Central Cumberland Valley and Schaylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

berland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 8-30 P. M., for Reading Potsville, Harrisburg, etc., connecting with Reading and Columbia Radroad trabs for Coldmbia, etc.

POTISTOWN ACCOMMODATION

Leaves Potistown at 8-20 A. M., stopping at intermediate Stations: arrives in Philadelphia at 8-40 A. M., Returning, leaves Philadelphia at 8-50 P. M.; arrives in Potistown at 8-45 P. M.

READING ACCOMMODATION

Leaves Heading at 7-35 A. M., stopping at all way stations, arriving at Philadelphia at 10-15 A. M.

Reading at 7-45 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A.

M., and Potisville at 8-45 A. M., arriving in Philadelphia at 10-5 P. M., Potisville at 2-35 P. M., arriving in Philadelphia at 0-45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7-15 A. M., and Harrisburg at 8-10 P. M., Arriving in Philadelphia at 0-45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7-15 A. M., and Harrisburg at 8-10 P. M., Arriving in Philadelphia at 0-45 P. M.

Leaves Reading at 715 A. M., and Harrisburg at 10 P. M. Connecting at Reading with Afternoon commodation south at 620 P. M., arriving in Phila-leiphia at 910 P. M. delpha at 9:10 P. M.
Market train, with passenger car attached, leaves
Philadelphia at 12:45 noon for Pottsville and all way
stations. Leaves Pottsvilleat 7:60 A. M. for Philadelphia and all way stations.
All the above trains run daily, Sundaya excepted. Sunday trains leave Pottsville at \$'00 A. M., and hiladelphia at \$'17 P. M. Leave Philadelphia for leading at \$'00 A. M., returning from Reading at 4'28 CHESTER VALLEY RAILROAD.

P. M.

CHESTER VALLEY RAILROAD,

Passengers for Downlegtown and intermediate points take the 7:80 A. M., and 5:00 P. M., trains from Philadelphia, returning from Downing town at 6:10 A. M. and 1:00 P. M.

M. and 1:00 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 1:00 A. M. and 1:50 and 10:06 P. M., and connecting at Harrisburg with Peonsylvania and Northern Central Railroad express trains for Pittaburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, as and 8:45 A. M. and 9 P. M., passing Reading at 4:4 and 10:30 A. M., and 4:20 and 11:16 P. M., and arriving in New York at 10:10 A. M., and 4:40 and 5:30 P. M. Sleeping cars accompany these trains through between Jersey Cliy and Pittsburg, without change.

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

ECHUYLKILL VALLEY RAILROAD.

CHUYLKILL VALLEY RAILROAD,
Trains leave Pottaville at 7 and 1130 A. M., and 715
P. M., returning from Tamaqua at 735 A. M. and 140 HUYLKILL AND SUSQUEHANNA RAILEOAD Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 8:20 P. M., and from Tremont at 7:35 A. M. and 6:25 P. M.

TICK ETTS.

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

Excursion tickets from Philadelphia to Reading and 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 or 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. NICOLLIS, General Superintendent, Reading:—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired

COMMUTATION TICKETS
At 25 per cent. discount, between any points desired for families and firms.

MILEAGE TICKETS,
Good for 2000 miles between all points, \$52.50 each for families and firms.

SEASON TICKETS,
Eact three six or twelve mouths, for holders SEASON TICKETS,
For three, slx, nine, or twelve months, for holders
only, to all points, at reduced rates.
CLERGY MEN
Residing on the line of the road will be furnished
cards entitling themselves and wives to tickets at half

fare.

EXCURSION TICKETS

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

FREIGHT.

Goods of all descriptions forwarded to all the above

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5'30 A. M., 12'45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

4 8

WEST CHESTER AND PHILADELPHIA
BUMMER 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 715 A. M.,
11 A. M., 230 P. M., 418 P. M., 456 P. M., 700 P. M., and
1030 P. M.
Leave West Chester for Philadelphia, from Depot
on East Market street, at 815 A. M., 716 A. M., 730 Leave West Chester for Philadelphia, from Depot on East Market street, at 6:15 A. M., 7:15 A. M., 7:30 and 10:45 A. M., 135 P. M., 4:30 and 6:50 P. M.

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

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 7:16 A. M., and going west will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 5:30 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

Front and Market streets thirty minutes: previous to detarture.

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

Leave Philadelphia at 846 A. M. and 2 P. M. Leave West Chester at 756 A. M. and 5 P. M. Leave West Chester at 756 A. M. and 5 P. M. Leave West Chester at 756 A. M. and 5 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 bepot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 755 A. M. and 450 P. M., connect at B. C. Junction with trains on F. and B. C. R. R., for Oxford and intermediate points.

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

4 170 General superintendent.

General superintendent. ANNAMESSIC SHORT LINE

AND United States Mail Route to the South and Southwest. On and after JULY 8, trains will leave Depot Phila

felphia, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at Il P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannah, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Monile, New Orleans, and intermediate points. For tickets and information inquire at Offices, Nos.

all and 22 CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenue. H. V. TOMPKINS, General agent, Norfolk, Va. C. I. TROWBRIDGE, General Passenger Agent. HAST FREIGHT LINE, VIA NORTH PENN-SYLVANIA RAILEOAD, to Wilkerbarre, 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.

Goods delivered at the Through Freight Depot,

S. E. Cor. of FRONT and NOBLE Streets, before 5 F. M., will reach Wilkesbarre, Mount Carmel, Mahango City, and the other statious in Mahango City, and the other statious in Mahango City.

But the succeeding day.

ELLIS CLARK.

WEST JERSEY RAILROAD SUNDAY MAIL TRAIN FOR CAPE MAY.
Commencing SUNDAY, June 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphie, footof Market sireet (upper farry), as 7 A. M.
Returning leave Cape Island at 5 P. M., stopping at
principal Stations only.
Fare, \$200. Excursion Tickets, \$400. Good this day
and train only.

WILLIAM J. SEWELLA.
Superintendent.

PARKETTE IN HORTH, 1988.

RAILROAD LINES,

DENNSYLVANIA CENTRAL BAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1867. The trains of the Penmyivania Central Railroad leave the Depot, at THIRTY-FILIST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnat and Walnut Streets Railway run within one On Sundays.—The Market Street cars leave From and Market Streets thirty-five minutes before the departure of each train. departure of each train.

Sleeping Car Tickets can be had on application at
the Ticket office, N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transfer Company will call for
and deliver baggage at the Depot, Orders left at No.

301 Chesnut street, or No. 1 South Eleventh street, will

receive attention. TRAINS LEAVE DEPOT, VIZ. Mail Train

Erie Mail.
Parkesburg Train.
Lancaster Train.
Fast Line and Erie Express.
Paul Accommodation, No. 2.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparet, and limit their responsibility to One Hundred Lollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

At 5 and 10 A. M., 1, 4, 5, 6, and 11:80 P. M., for Edgevater, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., L. 4, 6, and 11 30 P. M., for Fish The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side, LINES FROM KENSINGTON DEPOT

LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At II A. M., 4:30 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines, Fare, \$3:
At 8, 10:15 and II A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., for Trenten and Bristol.
At 8 and 10:15 A. M., 2:30, 5, and 12 P. M., for Morrisyille and Tuliytown. ville and Tuliytown. At 8 and 10 15 A. M., 2 30, 4 30, 5, and 12 P. M., for At 10:15 A. M., 2:30 and 5 P. M., for Eddington,
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 DELLAWARE RAILEGAD LINES,
From Kensington Decod.

From Kensington Depot,
From Kensington Depot,
At 8 A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandalgus, Elmira, Ithaca, Owego, Rochester,
Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc., A. M. and 3:30 P. M. for Belvidere, Easton, At 3 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc., The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connect-

ing Bailway, will leave as follows:— At 1:30 A. M., and 1:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 23, The 1:30 A. M. and 6:30 P. M. Lines will run daily. All others, Sundays excepted, July 15, 1867. WM. H. GATZMER, Agent,

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

Commencing SATURDAY, July 13, 1867.

9-60 A. M. Morning Mail. Due 12°25 P. M.

3-60 P.M. Cape May, Passenger. Due 7°18 P. M.

4-00 P. M. Express. Due 7°05 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6-30 A. M. Morning Mail. Due 10°07 A. M.

9-60 A. M. Fast Express. Due 12°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.

Commitation tickets, good for ONE, THREE, or Cape Island at 500 P. M.
Commitation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J.

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

purchasing tickets at this office can have their baggage checked at their residences.

WEST JERSEY RAILROAD LINES,
from foot of MARRET Street (Upper Perry),
Commencing SATURDAY, July 13, 1867.
800 A. M. Morning Mail, for Bridgeton. Salem,
Millville, Vineland, and intermediate stations.
900 A. M. Cape May Morning Mail.
900 P. M. Cape May Morning Mail.
900 P. M. Cape May Accommodation.
939 P. M. Bridgeton and Salem Passenger.
400 P. M. Cape May Express.
800 P. M. Woodbury Accommodation.
Cape May Freight leaves Camden at 120 A. M.
West Jersey Freight Train leaves Camden at 12 M.
(noon). (noon).
Freight will be received at Second Covered Wharf
below Walnut street, from 7.00 A. M. until 5.00 P. M.
Freight received before 9.00 A. M. will go forward the same day. Freight Delivery, No. 228 S. DELAWARE Avenue 7.2 if WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

Leave Chesnut Hill 750 A. M. 1240, 540, and 922 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 75, 9, and 1145 A. M. 15, 8, 45, 55, 64, 806, and 115 P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 15, 8, 15, 65, and 85 P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M., 230 and 7 15 P. M., Leave Norristown 7 A. M., 550 and 9 P. M.
Leave Philadelphia 8, 75, 9, and 1105 A. M. 15, 3, 45, 65, 65, 856, 95; and 115 P. M.
Leave Philadelphia 8, 75, 9, and 1105 A. M. 15, 3, 45, 65, 65, 96, 810 105 F. M.
Leave Manayunk 810, 75, 820, 95, and 115 A. M. 2
15, 65, 64, 9, and 105 F. M.
Leave Philadelphia 9 A. M. 25 and 75 P. M.
Leave Manayunk 7, A. M. 6 and 95, P. M.
Leave Manayunk 7, A. M. 6 and 95, P. M.
W. S. WILSON, General Superintendent.
3

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC BAILROAD.
THROUGH IN TWO HOURS.
Five Trains daily to Atlantic City, and one on Suniny. On and after SATURDAY, June 29, 1887, trains will eave VINE Street Ferry, as follows:—

RAILROAD LINES.

NORTH PENNSYLVANIA BAILROAD .-THE MIDDLE ROUTE.—Shortest and most firect route to Bethichen. A Hentown, Mauch Chunk, Hazeiton. White Haven, Wilkesbarre, Mahanoy City, Mothit Carinel, and all points in the Lehigh, Mahanoy and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of

hanoy, and Wyoming coal regions.

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

SUMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and sfier WEDNESDAY, May 8, 1877, Passenger trains leave the New Depot, corner Herks and American streets, daily (sundays excepted), as follows.

At 7.35 A. M.—Morning Express for Bethiebem and Principal Stations on North Pennsylvania Raliroad, connecting at kethlehem with Lehigh, Valley Raliroad, for Allentown, Catassanqua, Slating on, Mauch Chunk, Weatherly, Jeansyllie, Hazeiton, White Haven, Wilkesbarre, Kingstos, Pittston, and all pomus in Lehigh and Wyoming valleys also, in connection with Lehigh and Mahanoy Raliroad, for Mahanoy City, and with Catawissa Raliroad, for Mahanoy City, and with Catawissa Raliroad, for Rapert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 1275 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 Bethichem at 1175 P. M., for Easton, and points on New Jersey Central Raliroad to New York.

At 8.45 A. M.—Accommodation for Doylestown, stop-York. At 8'45 A. M.—Accommodation for Doylestown, stop-At 845 A. M.—Accommodation for Doylestown, stop-ning at all intermediate stations. Fassengers for Willow Grove. Hatborn, and Hartaville, by this train, take the single at Old York road. At 1915 A. M.—Accommodation for Fort Washing-ton, stopping at intermediate stations. At 1 8 F. M.—Express for Bethiellem, Allentown Mauch Chunk, White Haven, Wilsesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quaker-town.

At 2.45 P. M.—Accommodation for Doylestown, at Doylestown at all intermediate stations, Passengers take singe at Doylestown for New Hope; at North Wales for Sumneytown.

At 4 P. M.—Accommodation for Doylestown, stop-At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harisville, take stage at Abington; for Lumberville at Doylestown.
At 5 2 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railread, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.
At 6 20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11:30 P. M.—Accommodation for Fort Washington.

At 1759 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 8'15 A. M., 2u5 and 8'30 P. M.
2'05 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Hazleton, Passengers leaving Easton at
11'20 A. M. arrive in Philadelphia at 2'05 P. M.
Passengers leave Wilkesbarre at 1'30 P. M., connect
at Bethlehem at 6'15 P. M., and arrive in Philadelphis
at 6'30 P. M.
From Doylestown at 8'25 A. M., 5'10 P. M., and

at 840 P. M.

From Doylestown at 825 A. M., 510 P. M., and 740 P. M.

From Lansdale at 730 A. M.

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

ON SUNDAYS.

Philadelphia for Bethlehem at 920 A. M.

Philadelphia for Doylestown at 245 P. M.

Doylestown to Philadelphia at 720 A. M.

Bethlehem to Philadelphia at 430 P. M.

Eithlehem to Philadelphia at 430 P. M.

Eithlehem to and from the new depot.

White cars of Second and Third Streets line and Union line ron within a short distance of the Depot.

Tickets must be procured at the Ticket Office in order to secure the lowest rates of fara.

ELLIS CLARR, Agent.

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

No. 105 S. FIFTH Street.

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1887, Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:
Way Mail Train at 820 A. M. (Sundays excepted) for Battimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristield and intermediate stations.
Express Train at 1759 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 320 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Hayre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's, and Stemmer's Run.
Night Express atil'09 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Baltroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Sallabury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Nortolik, Portsmouth, and the South.
Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11'50 A. M. Train.
WILMINGTON TRAINS.
Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 12'30, 2'00, 4'30, 6'00, and 11'30 (daily) P. M. The ('20) P. M. Train, Connection of the Connection of

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:30, 2:00, 4:30, 6:00, and 11:30 (daily) P. M. The 4:30 P. M. Train connects with Delaware Bailroad for Milford and intermediate stations. The 6:00 P. M. Train roun; to New Castle.

Leave Wilmington 6:30, 7:15 and 8 A. M., 4:00 and 8:24 (daily) P. M. The 7:15 A. M. Train will not stop at stations between Chester and Philadelphia;

FROM BALTIMORE TO PHILADELPHIA.

Leave Baitimore 7:25 A. M., Way Mail. 9:35 A. M., Express, 2:15 P. M., Express, 6:35 P. M., Express, 5:05 P. M., Express, 5:05 P. M., Express, 5:05 P. M., Express, 6:35 P. M., Express, 5:05 P. M., Express, 5:05 P. M., Express, 6:35 P. M., Express, 5:05 P. M., Express, 6:25 P. M., Express, 5:05 P. M., Express, 6:25 P. M., Express, 6:25 P. M., Express, 5:05 P. M., Express, 6:25 P. M., Express, 6

PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE. Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELLEGANT SLEEPING CAR's on all Night Trains, (in and after MONDAY, Apr. 1.29, 1867, the trains on the Philadelphia and Eric Baifroad will run as follows:—

Mail Train leaves Philadelphia. 700 P. M.

"leaves Williamspor 430 A. M.
"arrives at Erie. 408 P. M.
Erie Express leaves Philadelphia. 1200 noon.
"leaves Williamsport. 845 P. M.
"arrives at Erie. 1000 A. M.
Elmira Mail leaves Philadelphia. 830 A. M.
"arrives at Lock Haven. 510 P. M.
"arrives at Lock Haven. 510 P. M.
"leaves Williamsport. 1010 P. M.
EASTWARD.

Mail Train leaves Erie. 1025 A. M.
"leaves Williamsport. 1010 P. M.
"arrives at Philadelphia. 700 A. M.
Erie Express leaves Erie. 500 P. M.
"arrives at Philadelphia. 700 A. M.
Erie Express leaves Erie. 500 P. M.
"arrives at Philadelphia. 100 P. M.
Elaves Williamsport. 422 A. M.
"arrives at Philadelphia. 100 P. M.
Elmira Mail leaves Lock Haven. 715 A. M.
"arrives at Philadelphia. 540 P. M.
Mail and Express connect with all trains on Warren and Frankin Railway. Passengers leaving Philadelphia at 1200 M. arrive at Irvineton at 640 A. M. and Oil City at 250 A. M.
Leaving Philadelphia at 750 P. M., arrive at Oil City at 450 A. M. Mail Train leaves Philadelphia Oil City at 950 A. M.
Leaving Philadelphia at 750 P. M., arrive at Oil City at 950 P. M.
All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through, ALFRED L. TYLER,

112 General Superintendent.

TRAL RAILAOAD.—Summer Arrangementa, On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Ratiroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7-15 A. M. and 4% P. M.

Leave Rising Sun at 5° 15 and Oxford at 6°06 A. M., and leave Oxford at 325 P. M.

A Market Train, with Passenger Carattached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1°15 A. M., Oxford at 12°06 M., and Esnnett at 1°00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2°30 P. M., runing through to Oxford.

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

The Train leaving Philadelphia at 4°50 P. M., runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case be DHILADELPHIA AND BALTIMORE CEN-Rising Sun, Md.

Passengers allowed to take wearing apparel only as bagginge, 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'i.

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

No. 23 North WATER Street, and No. 22 North DELAWARE Avenue, FHILADELPHIA. EDWIN H, FITLEH, MICHAEL WEAVER, CONRAD F CLOTHIEB. 2 14

UNITED STATES REVENUE STAMPS.— Principal Depot, No. 304 CHESNUT Street. Central Depot, No. 103 S. FIFTH Street, one door below Chesnut. Established 1862. Revenue Stamps of every description constantly on hand in any amount.
Orders by Mail or Express promptly attended to. United States Notes. Drafts on Philadelphia or New York or current funds received in payment.
Particular attention paid to small orders.
The decisions of the Commission can be consulted, and any information regarding the law cheeruity given. GOVERNMENT SALES.

GOVERNMENT SALE OF THE MILITARY J Railroad at Brazos Santiago, Texas. - Office hief Quartermaster Fifth Military District, New Orieans, La., July 9, 1877.
Scaled Proposals will be received at this office until 12 M., August 10, 1867, for the purchase of all the right, title and interest of the United States in and to the United States Military Bailroad from Brazos Santiago to White's

Ranche, Texas,

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

as follows:

§14 miles Railroad Track.

2 Twrn-Tables.

25,000 pounds Railroad Chairs.

\$0.0 Cross Ties.

9,560 pounds Railroad Iron.

4 Railroad Frogs and Switch Stands.

1 Locomotive and Tender (named "West-

Push Cars. 586 pounds Car Springs.
2 Crow Feet.
4 Spike Mauls. Track Guage,

Fire Tongs. Italiroad Depot Building. Foreman's Quarters.
T Wharf.
pounds American Packing. 55 pounds Jute Packing. 20 feet Rubber Hose. 1 Douglas Pump.

Feed Pipe. Cistern. Office Desks. Cooking Stove. 4 Claw Bars. 2 Shackle Bars. Lantern. Signal Lanterns. Grind Stones.

2 Padlocks Turning Lathe. 8 Spades. 45 Shovels. acts Carpenters' Tools, Water Buckets. Jackscrews and Levers.

Anvils. Bellows Pinch Bars Cold Chisel.
Blacksmiths' Hammers
Sledge Hammers,

15 Hammer Handles, 2 Spike Punches, 1 set Blacksmiths' Tools, 6 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, The sale will not include the title to the which does not belong to the United States.

This road is about ten miles in length, and

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 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 spiked.

spiked.

The properly may be inspected on application to Captain C. H. Hoyt, A. Q. M., Brownsville, 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 railroad companies in the Fifth Military District.

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 indersed "Proposals for the purchase of Brazos Santiago and Rio Grande Raliroad," 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. McGONNIGLE, Brev. Lieut.-Col. and A. Q. M. U. S. Army, 7 17 18t In charge of office.

T 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-INGTON Street, New York city, on TUESDAY

the 6th day of August next, commencing at 11 o'clock A. M., to be continued from day to day, the following articles of Army Clothing and Equipage:— 10,000 Uniform Coats, 34,000 Uniform Jackets. 7,775 Veteran Res. Corps Jackets. 19,000 Knit Drawers. 128,000 Knit Shirts. 40,000 Great Coats (Footmen's).

30,000 Great Coats (Horsemen's). 150,000 Woollen Blankets. 30,000 Rubber Blankets 10.000 Rubber Ponchas. 100,000 Unlined Sack Coats. 100,000 Forage Caps. 89,000 pairs Bootees, M. S. 3,000 pairs Boots, M. S. 15,000 Brogans, 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, 15,000 pairs Trowsers, Footmen's.

2.507 pairs Leggings. 434 Hussar Jackets. 1,600 Straw Hals. 2,173 Dark Biue Trowsers. 2,151 Buckles for Trowsers. 54 yards Dark Blue Cloth. 419 yards Blue Flannel.

1,392 yards Green Merino.
129 yards Black Wigans.
709 yards Black Alpaca.
443 yards Brown Hollands.
Also, a quantity of various articles of irregular Clothing and Equipage. Samples of all can lar Clothing 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 cent, down and the balance before the goods are taken from the depot, which must be within nive days after the sale, under forfeiture of pur-

chase and the ten per cent. deposited.

Byt. Major-General D. H. VINTON, Asst. Qr.-Master Gen'l U. S. A.

PROPOSALS.

PROPOSALS FOR WOOD DEPOT QUARTERMASTER'S OFFICE.

WASHINGTON, D. C., July 16, 1867. Sealed 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 WOOL, now lying at the Government Woodyard, at Alexandria, Va.
Bids for 1900 cords with the privilege of the Elds 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. 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 objections. Payment in Government funds is required upon the acceptance of the bid.
7 17 104]
Brevet Brig. General Depot Quartermaster.

WILLIAMS, GRANT,
COMMISSION MERCHANT,
NO. ES E. DELAWARE Avenue, Philadelphia,
ANDER FOR
Dupont's Gunpowder, Refused Nitre, Charcoal, Etc.
W. Baker & Co.'s Chocolate, Cocoa, and Broma,
Crocker Bros. & Co.'s Yellow Retal Sheathing,
Bolia, and Nalla.