# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, JULY 24, 1867

## LITERATURE.

### REVIEW OF NEW BOOKS.

THE LAST CHRONICLE OF BASSET. By An-thony Trollops. Harper & Brothers. Phila-delphia Agents: J. B. Lippincott & Co. If Mr. Trollope would write as the natural thread of his story led him, and not seek to enlarge his work by the constant addition of superfluous characters, he would furnish us with much more readable productions than he does. The great objection to all his works is their unnecessary length. His stories are all of them good. He introduces characters which are in no way improbable, and which live, move, and have their being about the same as ordinary individuals. The interest created by his narrative is never strong. It has a calm, placid attraction which makes us like to read, yet does not induce us to burn the midnight oll in anxiety to master his works. The present story is as good as any we have seen from his pen, if he would lop off the useless branches. The tale of the Creully family is very pleasing; but when John Rames and his adventures are introduced it grows tiresome. It is copiously illustrated and well printed, and is a large work, if that be any recommendation.

PARTISAN LIFE WITH COLONEL JOHN S. MOSBY. By Major John Scott. Harper & Brotners: New Yora: Philadelphia Agents: J. B. Lippincott & Co.

The recital of the guerilla adventures of Mosby's Rangers, if properly told, cannot fail to be interesting, and Major Scott has told the story well. If we except the fact that he gives by far too much special glory to his personal and political idol, the chief of the Rangers, we must give him credit for producing a certainly pleasant book. When we say pleasant, we refer only to its literary merits, for it is galling to the North to hear of the doings of one whom we rightly esteemed nothing more than a brigand. For the reliability of the book we will not vouch. Many parts, most, in fact, of the narrative, is evidently Munchausenish, and decidedly too wonderful to be true. It is filled with pictures of Mosby in every conceivable attitude, and abounds with letters. fac similes, and autographs of that gentleman. In fact, it is all Mosby and his glory. It is handsomely bound.

BENCH AND BAR. A Complete Digest of the Wit, Humor, Asperitles, and Amenities of the Law. By L. J. Bigelow. Harper & Brothers, Philadelphia Agents: J. B. Lippincott & Co. Mr. Bigelow has compiled a good many very good stories, and a number of very poor ones, but he has not, of course, given even an approximation of a "complete digest of the wit," etc. No work of 350 pages can. Many of the stories told are excellent, and the reminiscences of the great lawyers are all pleasant. The work displays considerable research, and it is evidently the careful compilation of years. It is full of disjointed little bon mots, and is very readable. It is handsomely bound and printed by Messrs. Harper.

COLLEGE LIFE: ITS THEORY AND PRACTICE. By Stephen Olin, D. D., LL.D.

The lectures of Dr. Olin, introduced now for the first time in a permanent form, contain some of the best advice, in the most pleasant language, of any work on education which has

volume of the Globe Edition, which contains "Dombey & Son." Also, from Ticknor & Fields, the first volume

of the Diamond Edition-"Dombey & Son." Also, from Ticknor & Fields, the sixth volume

the "Charles Diokens" edition-"Pickwick Papers."

From all of these the public can certainly not complain of not having a good collection to select from.

"CHRISTOCRACY." By Rev. Drs. Gordon and Demarest, of the Reformed Church.

Regarding the contents of this work, a much

respected correspondent supplies us with the annexed criticism :--This book supplies a much needed place in

religious literature. It is a clear, strong, con-vincing presentation of the great Bible doctrine of the Lord's second coming to this world. It is not human theory, bolstered up by passages from the Scriptures. It is the result of rending and receiving the revelation of God, as a simple communication from Heaven to men, in man's language. It is a masterly work, laid on the sensible foundation of God's Word, is designed for men, and intended to be understood, as any other book, in man's language. It does not indulge in "Hermeneutics" much as in common sense. If God has made known a great truth, or promised a great boon, or opened brilliant hopes to faith, which He requires shall be childlike, in the language in which such things would be usually expressed. this book does not eashroud them in the cloud and mist of "spiritual, metaphor," and thus hide them from view. It simply accepts them nice them from view. It simply accepts them as real actualities of the manner and kind the language describes, and holds them up to men as the outgoings of Divine wisdom and love, illumined and made beautiful by the clear atmosphere of simplicity which surrounds them them.

It utters many strange things, indeed, but strange only to those who have always looked at the Word of God through the "smoked lens" of spiritualizing interpretation, as if the Sun of Righteousness" were under an eclipse. And the arguments, logical, rhetorical, common sense, Scriptural, by which it enforces its strange "positions," are of stuff not easily pierced or riven by the instruments of opposers.

Of course it represents the "coming of our Lord" as preceding the "Millennium." Just what prophets, our Lord, apostles, and the early Church did, until they began to make theology, by mixing Platonic or Aristotelian, or some other philosophy, with the Bible. By this means, scolasticism and dogmatism reigned, and neither of these will be satisfied to read the Scriptures as they ought to be read -as God speaking to men in their own language, because He would be understood. This book and its worthy compeers are the strivings of a spirit now reviving, like that which came forth from our Lord, and which dwelt in those who nearest to Him-a spirit of freedom philosophic shackles in hearing the from Heavenly utterances of a beloved Lord. The "Premillenarian" doctines are scouted and ridiculed, because they present "difficulties." We ask, may it not be true that "difficulties" are necessarily incident to such a work as a revelation from God ? Would it not be strange if man should clearly comprehend the developments of the Infinite Mind, especially since so much of them relate to what is to come, and is known in manner and form only to the Eternal ?

But, pray, does the process of befogging what is simple make it plain? When our Lord says, "I will come again," does it make it plain to say—"this means He will destroy Jerusalem ?" If He had meant that, could He not have said it ? And if the Bible tells us of certain persons who "live again," and "reign with Christ on the earth a thousand years," do we better understand it if it be said-"that is, the spirit of the martyrs and the devout of the first ages will be revived ?" Could not God have used those words if He had meant that? Would He not have done so ? This book beautifully exposes all that kind of beclouding process, and seeks to lead men to give God the credit of meaning what He says when He does speak in simple language. We find fault with its over-sensitiveness to objections, on the ground of the difficulties attendant upon the system. This has led to an anxiety to remove all difficulties, which we think has carried the book beyond its fundamental principles. God has not been ashamed to have some things to be "known hereafter." He has not been afraid to put His prophecies to the test of the events that fulfil them; and He has ordered us to "wait" for such events, being willing to risk all that might befall them from an opposing world during this period of waiting. If He is not anxious for His own, why should we be anxious ? If He can afford to put His word to such a trial, we can. What He has left in blank, we had better not try to fill up. Indeed, here is the origin of all the conflicts in Biblical interpretation. God's servants have been too anxious to vindicate their Master. He is far more able to vindicate Himself. This work would have been perfect had it only been willing to say, in reply to objections of this character, "God has not revealed His mind on that point," at least in plain lan-guage, and then to leave it there. Let this book be read with the open Bible.

### RAILROAD LINES.

READING RAILBOAD READING RAILROAD FROM PHILADELPHIA TO THE INTERIOR OI HENNSYLVANIA, THE SCHUYLKILL, SUB QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND IHE CANADAS SUMMER ABRANGEMENT OF PASSENGER TRAINS, May 6, 1897. Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the fol-lowing hours-

Assving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the fol-lowing hours-MORNING ACCOMMODATION, At 7:30 A. M., for Reading and intermediate Stations Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:10 P. M. MORNING EXPRESS, At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pincerrove, Tamaqua, Sundury, Williama-port, Eimira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkeebarre, Pituton, York, Carlisies Chambersburg, Hagerstown, etc. etc. This train connecus at READING with East Penn-sylvania Raircod trains for Allentown, etc., ast the Lebnon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railford trains for Will immedorg, Lock Haven, Elmira, etc.; at HARRIS-BURG with Northern Central Cumberiand Valley and Schuylich and Susgehanna Thins for Northum-beriand, Williamsport, York, Chambersburg, Pine-grove, etc. AFTERNOON EXPRESS

berland, Williamsport, York, Chamberaburg, Pine-grove, etc. AFTERNOON EXPRESS
 Leaves Philadelphia at 530 P. M., for Beading Pottsville, Harrinburg, etc., connecting with Reading and Columbta Railroad trains for Columbia, etc. POTINTOWN ACCOMMODATION
 Leaves Potistown at 620 A. M., stopping at Inter-mediate Stations; arrives in Philadelphia at 530 P. M.; arrives in Potastown at 536 P. M.
 Leaves Potistown at 620 A. M., stopping at Inter-mediate Stations; arrives in Philadelphia at 530 P. M.; arrives
 Leaves Philadelphia at 530 P. M.; arrives in Potastown at 536 P. M.
 READING ACCOMMODATION
 Leaves Reading at 750 A. M., stopping at all way stations, arriving at Philadelphia at 500 P. M.; arrives the state of the statistic statistic planation of Philadelphia at 500 P. M.; arrives beading at 750 P. M.
 Trains for Philadelphia leave Harrisburg at 8510 A. M., and Potaville at 846 A. M.; arriving in Philadel-phia at 190 P. M. Afternoon trains leave Harrisburg at 210 P. M.; Potaville at 245 P. M.; arriven in Philadel-phia at 645 P. M.
 HARRISUURG ACCOMMODATION
 Leaves Reading at 716 A. M.; and Harrisburg at 400 P. M. Connecting at Beading with Attractions

Leaves Reading at 715 A. M., and Harrisburg at 710 P. M. Connecting at Reading with Atternoon Accommodation south at 630 P. M., arriving in Philis-leiphna at 910 P. M.

 delphia 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 7'00 Å, M. for Philadel-phis and all way stations.
 All the above trains run daily, Sundays excepted.
 Sunday trains leave Pottsville at 8'00 Å, M., and Philadelphis at 3'1' P. M. Leave Philadelphia for Reading at 8'00 Å, M., returning from Reading at 4'25 P. M. CHESTER VALLEY RAILROAD.

P. M. PASSENGERS FOR VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 750 A. M., and 500 P. M. (rains from Philadelphia, returning from Downingtown at 610 A. M. and 100 P. M. MEW YORK EXPRESS FOR PITTSBURG ANI THE WEST Leaves New York at 9 A. M. and 5 and 8 P. M. passing Reading at 100 A. M and 150 and 1006 P. M. nad connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pitta-burg. Chicago. Williamsport, Elmira, Baltimore, etc. Reiurning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittaburg, at 48 and 300 A. M. and 9 P. M., passing Reading at 48 and 300 A. M. and 9 P. M., passing Reading at 48 and 300 A. M., and 490 and 110 F. M., and artiving in New York at 1010 A. M. and 440 and 520 P. M. Sierept City and Pittsburg, without change. Mail train for New York leaves Harrisburg at 210 M. Mail train for Harrisburg leaves New York acthUYLKHLL VALLEY RAILBOAD

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD, Trains leave Pottaville at 7 and 11:30 A. M., and 7:18 P. M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M. S. HUYLKILL AND SUSQUEHANNA RAILBOAD S. HUYLKILL AND SUSQUEHANNA RAILBOAD S. HUYLKILL AND SUSQUEHANNA RAILBOAD Trains leave Auburn at 750 A. M. for Finegrove and Harrisburg, and 159 P. M. for Pinegrove and Tremont, returning from Harrisburg at 850 P. M., and from Tre-mont at 755 A. M. and 525 P. M. TiCKEINS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Canada. Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Potistown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates. The following tickets are obtainable only at the office of 8. 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, \$250 each for ismilies and firms. SEASON TICKETS, For three, six, nine, or tweive months, for holders only, to all points, at reduced rates. Residing on the of the road will be formished cards entilling themselves and wives to tickets at half fare. EXCURSION TICKETS Excursion tickets from Philadelphia to Reading an

EXCURSION TICKETS

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

**RAILROAD LINES.** DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1867.

SUMMER TAILS, TAKING SEPTEMBER AND ADDRESS anare of it. On Sundays-The Market Street cars leave Front and Market Streets thirty-five minutes before the leparture of each train. Steeping Car Tickets can be had on application at he Ticket office. N. W. cor. Ninth and Chemnut streets. Agents of the Union Transfer Company will call for ind deliver baggage at the Depot. Orders left at No. 61 Chemnut street, or No. 1 South Eleventh street, will envelve attention.

R'00 A. 24

Paoli Accommodation, No. 1
Fast Line and Erie Express
Paoli Accommodation, No. 1
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train
Western Accommodation Train
Cincinnati Express
Erie Mall
Paoli Accommodation, No. 3
Philadelphia Express
Erie Mail leaves dally, except Saturday,

Philadelphia Express leaves dally. All other trains

dally, except Sunday. The Western Accommodation Train runs dally, except Sunday. For full particulars as to fare and accommodations, spply to FRANCIS FUNK, Agent, No. 137 DOCK Street. TRAINS ABRIVE AT DEPOT, VIZ.--

Cincinnati Express...... Philadelphia Express...... Erie Mali oll Accommodation, No. L... arkesburg Train ..... 12.40 P ., 1·10 P - 4·10 P 6 20 P. 7 00 P. 9 50 P. Paoli Accommodation, No. 3...

Paoli Accommodation Harrisburg Accommodation For further information apply to JOHN C. ALLEN, Ticket Agent, JOHN C. ALLEN, Ticket Agent, SA MUEL H. WALLACE, Ticket Agent at the Depot

The Pennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, and Hmit their responsibility to One Hundred Dollars in value. All Baggage exceeding that smount in value will be at the risk of the owner, unless taken

by special contract.

General Superintendent, Altoona, Pa.

4 29

..... 3.00

Florence. At 5 and 10 A. M., 1, 4, 5, 6, and 11-80 P. M., for Edge-At 5 and 10 A. M., L 4, 6, and 11 30 P. M., for Fish

The 1 and 11'20 P. M. Lines leave from Market

Street Perry, upper side. LINES FROM KENSINGTON DEPOT

LINES FROM A RANDAW (night), via Ker-Atil A, M., 430 P. M., and 12 P. M. (night), via Ker-sington and Jersey City, New York Express Lines, Fare, 53, At8, 10:15 and 11 A. M., 2'30, 3'30, 4'30, 5, and 12 P. M.,

At 8, 10 15 and 11 A. M., 2'30, 3'30, 4'30, 5, and 12 P. M., for Trenton and Bristol. At 8 and 10'15 A. M., 2'30, 5, and 12 P. M., for Morris-ville and Tullytown. At 8 and 10'15 A. M., 2'30, 4'30, 5. and 12 P. M., for Schemele

At 730 and 10 A. may see the second s

From Kensington Depot. At s A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rocnester, Binghamton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,

At 5 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:0 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-hem, etc. At 5 P. M. for Lambertville and intermediate Sta-tions.

Stopping at all Stations between Philade, philade, withinington.
Leave Philadelphia at 12'36, 2'00, 4'30, 6'00, and 11'30 (daily) P. M. The 4'30 P. M. Train connects with belaware Railroad for Milford and intermediate stations. The 6'06 P. M. Train runs, to New Castle.
Leave Wilmington 6'30, 7'15 and 8 A. M., 4'90 and 6'3 (daily) P. M. The 7 15 A. M. Train will not stop at stations between Chester and Philadelphia, FROM BALTIMORE TO PHILADELPHIA.
Leave Baltmore 7'25 A. M., Way Mail, 9'35 A. M., Express, 2'15 P. M., Express, 6'35 P. M., Express, 8'35 P. M., Express, Contexpendence (Contexpendence).

tions. Lines from West Philadelphia Depot, via Connect-ing Railway, will leave as follows:-At 1\*0 A. M. and 170 and 6 30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25, The 1\*30 A. M. and 6 50 P. M. Lines will run daily. All others, Sundays excepted. July 15, 1867. WM. H. GATZMER, Agent,

NORTH PENNSYLVANIA BAILROAD .-

**RAILROAD LINES.** 

 North PENNSYLVANIA BAILROAD. 

 THE MIDDLE HOUTE.-shortest and most direct route to Bet Ficher A. Alentown, Mauch Chuck, Hashton, White Haven, Wilkesbarre, Mahanoy City, Mount Caimel, and all points in the Lebign, Ma-ing and the Haven, Wilkesbarre, Makanoy City, Mount Caimel, and all points in the Lebign, Ma-ing and the Haven Philadelphia. N. W. corner of BEERS and AMERICAN Streets.

 MIRE DAILY TRAINS.

 Mark DAILY SANDARY AND A SANDARY PARAMARY AND A SANDARY PARAMARY AND A SANDARY PARAMARY PARAMARY AND A SANDARY PARAMARY AND A SANDARY PARAMARY PARAMARY PARAMARY PARAMARY AND A SANDARY PARAMARY P

At 8 46 A. M. — Accommodation for Doylestown, stop-ong at all intermediate stations. Peasengers for Willow Grove, Hatboro, and Harisville, by this train, take the stage at Old York road. At 10 15 A. M. — Accommodation for Fort Washing-ton, stopping at intermediate stations. At 130 P. M. — Express for Bethehem, Allentown Mauch Chunk, White Haven, Wikesbarrs, Mahanoy City, Centralis, Sheenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Ounker-town.

Passengers for Greenville take this train to Qunker-town. At 245 P. M.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers take tage at Doylestown for New Hope: at North Wales for Eumneytown. At 4 P. M.-Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abingt.c. for Lumberville at Doylestown. At 520 P. M.-Tbrough accommodation for Bethle-hem and all stations on main line of North Pennsyl-vanis Kalircad, connecting at Bethlehem with Lebign Valley Evening train for Kaston, Allentown, and Mauch Chunk. At 620 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations. At 1520 P. M.-Accommodation for Fort Wash-ington. TRAINS AREIVE IN PHILADEL PHIA

TRAINS ARRIVE IN PHILADELPHIA.

Ingroll.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 915 A. M., 205 and 8'40 F. M.
2'06 F. M. train makes direct connection with Lebigh
Valley trains from Easton. Witkeebarre, Mahanoy
City, and Hazieton. Passengers leaving Easton at
1120 A. M. arrive in Philadelphia at 2'06 F. M.
Passengers leave Wilkeebarre at 1'30 F. M., connect
at Bethlehem at 6'15 F. M., and arrive in Philadelphis
at 8'40 F. M.
From Doylestown at 8'25 A. M., 5'10 F. M., and
7'40 F. M.
From Lansdale at 7'30 A. M.
From Fort Washington at 1'50 A. M. and 3'05 F. M.
ON SUNDAYS.
Philadelphia for Dethlehem at 5'30 A. M.
Philadelphia for Doylestown at 2'5 P. M.
Doylestown to Philadelphia at 7'30 A. M.
Frindelphia for Debilow at 1'50 A. M.
Frindelphia for Debilabelphia at 7'30 A. M.
Philadelphia to Debilabelphia at 7'30 A. M.
Frindelphia for Debilabelphia at 7'30 A. M.
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Betblehem to Fhiladelphia at 439 P. M. Fifth and Sixth Streets Passenger cars convey pas-sengers to and from the new depot. White cars of Second and Third Streets line and Union line run within a short distance of the Depot. Tickets must be procured at the Ticket Office in order to secure the lowest rates of fars. ELLIS CLARE, Agent.

ELLIS CLARE, Agent, Cipal points at Mann's North Pennsylvania Baggage Express Office, 112 No. 105 S. FIFTH Street

This road is about ten miles in length, and extends from Brazos Santiago to White's Ranche, on the Rio Grande, From Lais point connection is made by sleamer with Browns-ville and Matamoras. The route is the shortest and best for the im-mense 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. The property may be inspected on applica-

DHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILROAD, TIMORE RAILROAD, Commencing MONDAY, July 8, 1887, Trains will leave Depot, corser BROAD Street and WASH-INGTON Avenue, as follows:-Way Mail Train at 8'30 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations. Con-necting with Delaware Railroad at Wilmington for crisfield and intermediate stations. Express Train at 1'80 A. M. (Sundays excepted) for Baltimore and Washington.

Baltimore and Washington. Express Train at 3'10 P. M. (Sundays excepted) for

Express Train at 5:0 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, NewBort, Stap-ton, Newark, Elkton, Northeast, Charlestown, Perry-ville, Havre-de-Grace, Aberdeen, Perryman's, Edge-wood, Magnolia, Chase's, and Stemmer's Ran. Night Express at 1:00 P. M. (daily) for Baltimore and Washington, Connects at Wilmington (Saturdays excepted) with Delawars Raliroad Line, stopping at Newcastle, Middletown, Chayton, Dover, Harring-ton, Seaford, Salksbury, Princess Aone, and connect-log at Crisfield with Boat for Fortress Monroe, Nor-iols, Portsoouth, and the South. Proseengers for Fortress Monroe and No-folk via Baltimore will take the 11:50 A. M. Train. Via Cris-field will take the 11:50 A. M. Train. Stopping at al Stations between Philadelphia and Winington.

fallen under our notice. Well qualified by years of preparation under Professor Chew to know what kind of advice is most needed by young men, he has chosen the form of lectures to impart to them his ideas for their welfare, and has furnished a work of permanent value. It is of deep interest, also, as well as instructive, and should be placed in the hands of every college student in the land. It is published by Messrs. Harper, and for sale by J. B. Lippincott & Co.

Noroque. By Hinton Rowan Helper. New York: Carlton. Philadelphia Agents: T. B. Peterson & Bros.

This mad tirade of a blind enthusiast, seeking only to sell his work by the virulence of his curses, and the nonsense as well as the profanity of its contents, merely merits a notice, however unfavorable. It is the idle wanderings of a seeker for money; and desirous of securing it by any means, he filches, under the prestige of another book, a doctrine utterly repugnant to all sense and decency. It is murderous in its doctrines, and is highly oriminal. With these qualities is united an intense stupidity, so that any who desire to read an un\_ christian and foolish, as well as a duli book, had better purchase Mr. Helper's effusion. The reading of it is certainly "nojoque."

ARTEMUS WARD IN LONDON, Carlton: New York, Philadelphia Agents: T. B. Peterson & Bros,

The early death of Artemus Ward has thrown a painful interest around the last bright productions of his wit, and the present volume, containing as it does the latest of all his efforts, is peculiarly acceptable. It is composed of his contributions to Punch, which were reported in THE EVENING TELEGRAPH as they appeared, and is as funny as any of his extremely funny lectures. Those who have listened to and laughed at his sallies will be glad to have in permanent form a collection of his last papers.

A ROMANCE OF THE REBELLION. By L. Maria Child. Ticknor & Fields: Boston. Philadelphia Agent: D. Ashmead.

The present work is the first essay which Mrs. Child has made in the field of romance, which we have been called upon to notice. It is a pleasant but rather improbable story, introducing some fine characters, and is most interesting. It is written in that pleasant and easy style which shows a well-trained author. and is fully up to what we had expected from this source. It is dedicated to the parents of the late Colonel Shaw, and is handsomely published by Ticknor & Fields.

DICKENS.

We have received from T. B. Poterson & Brothers the sixth volume of their Green-cloth Edition of Dickens. It is "Little Dorrit." Also, from Hurd & Houghton the fifth

A By

It deserves it. And so far as its developments are received, so far will the possibility diminish of that which our Lord hints at, saying, 'When the Son of Man cometh, shall He find faith on the earth ?"

FERTILIZERS. A MMONIATED PHOSPHATE AN UNSURPASSED FEBTILIZER For Wheat, Corn, Oats, Potatoes, Grass, the Vegetable Garden, Fruit Trees, Grape Vines, Etc. Etc. This Fertilizer contains Ground Bone and the best ertilizing Salts. Price \$60 per ton of 2000 pounds. For sale by the WILLIAM ELLIS & CO., Chemists, No. 724 MAREET Street. 1 28mwf3

### JOHN CRUMP,

CARPENTER AND BUILDER. SHOPS: NO. 313 LODGE STREET, AND NO. 1733 CHEENNUT STREET.

PHILADELPHIA GEORGE PLOWMAN, CARPENTER AND BUILDER No. 223 CARTER STREET, And No. 141 DOCK Street Machine Work and Millwrighting promptly and and to.

COTTON AND FLAX, BAIL DUCK AND CANVAS, Of all numbers and brand Tent Awning, Trunk, and Wagon Cover Duck. Als Paper Mandiacturers' Driver Felts, from cose to seeve test wide; Fauling, Belting, Bail Twine, etc. JOHN W. EVERMAN & CO., No. 103 JON ED Atlact

No. 103 JON BS Alley. in him himmed, on Princestin, Showe I dealers of

and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia daily at 520 A. M., 1245 noon, and 6 P. M., for Reading, Lebacon. Harrisburg, Potts-ville. Port Clinton, and all points forward, MAILS Ciose at the Philadelphia Post Office for all places on the road and its branches at 5 A. M. and on the

on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. 48

WEST CHESTER AND PHILADELPHIA SUMMER ARRANGEMENT. On and atter MONDAY, June 24, 1867. Trains with leave Depot. THINTY-FIRST and CHESNUT Streets.

est Philadelphia, as follows:--Leave Philadelphia for West Chester, at 7:15 A. M., A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 7:00 P. M., and

11 A. M., 250 P. M., 410 P. M., 450 P. M., 700 P. M., 700 P. M., and 1056 P. M. Leave West Chester for Philadelphia, from Depot on East Market street, at 615 A. M., 715 A. M., 736 and 1048 A. M., 155 P. M., 459 and 650 P. M. Trains leaving West Chester at 730 A. M., and leav-ing Philadelphia at 450 P. M., will stop at H. O. 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 745 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

Leave Media for Philadelphia at 5'30 P. M. Leave Media for Philadelphia at 6'40 P. M.

Leave Media for Philadelphia at 640 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 do arture.

The Chesnut and Walnut Street cars connect with

The ches nut and Walnut Street cars connect with all of the above trains, carrying passengers down thesand Ac.boy RE. office, at Walnut street wharf, one and Ac.boy RE. office, at Walnut street wharf, one sum of the street will connect with the sum of the street will connect with all sunday trains, both ways, as usual, leaving front and Market street will connect with all sunday trains, both ways, as usual, leaving front and Market street will connect with all sunday trains, both ways, as usual, leaving front and Market street still be before the fram leaves befor, and will be ve Depot on arrival of each train, to carry passengers into the city. Trains leaving Philadelphin at 715 A. M. and 4730 P. M., connect at R. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points. These stress are allowed to take wearing sparse only, as baggages, and the Company will not to ady case be responsible for an amount exceeding one hup dred collars, unless a special contract is made for, the same. <u>HENRY WOOD</u>, <u>4353</u> General Superintende 4 1%

ANNAMESSIC SHORT LINE AND

United States Mail Route to the South

and Southwest.

On and after JULY 5, trains will leave Depot Pathadelphia, Wilmirgton, and Balt.more Railroad. EROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsborn, Newbern, Charleston, Savannan, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mooile, New Orleans, and intermediate points. For tickets and information inquire at Offices, N

For fickets and miornation inquire at Onices, Nos. iii and siz CHESNUT Street, or at Depot. BRO AD Etreet and WASHINGTON Avenue. [713m] H. V. TOMPELNS, General Agent Norfolk, Va. C. I. TROWBRIDGE, General Passenger Agent.

FAST PREIGHT LINE, VIA NORTH PENN-P SYLVANIA RAL. ROAD, to Wilkenbarre, Ma hanoy City, Mount Carmel, Centralia, and all point on Lehigh Valley Baliroad and its branches.

on Lehigh Valley Railroad and its branches. By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above-named points. Goods delivered at the Through Freight Depot, b. E. Cor. of FRUNT and NOBLE Streets, before 5 F. 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 ano-ceeding day. ELLIB CLARK. 626 im Agent. 626 lm Agent

WEST JERSEY RAILROAD.

SUNDAY MAIL TRAIN FOR CAPE MAY. Commencing SUNDAY, June 23, 1877, the SUNDAY MAIL AND PASSENGER TRAIN will insve Phila-delphia, foot of Market street (upyer forry), str A. M. Returning leave Cape Island at 6 P. M., stopping at principal Stations only. Fare, SUGA. Excursion Tickets, \$4.00. Good this day and train only. WILLIAM J. SEWELL.

ADDRESS OF THE REAL PARTY AND THE PARTY OF T

July 15, 1867. WM. H. GATZMER, Agent, FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July 11, 1867. 9°00 A. M. Morning Mail. Due 12°25 P. M. 8°00 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°00 A. M. Fast Express. Due 10°07 P. M. 8°00 P. M. Cape May Express. Due 12°27 P. M. 8°00 P. M. Cape May Express. Due 12°07 P. M. 8°00 P. M. Cape May Express. Due 12°07 P. M. 8°00 P. M. Cape May Express. Due 12°07 P. M. 8°00 P. M. Cape May Express. Due 12°07 P. M. 10°00 A. M. Fast Express. Due 12°07 P. M. 8°00 P. M. Cape May Express. Due 12°07 P. M. 10°00 P. M. Cape May Cape A. M., returning leaves Cape Island at 3°00 P. M. Commutation tickets, good for ONE, THREE or

Cape Island at 5'00 P. M. Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J. Through tickets can be procured at No. 528 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their bag-merchasing tickets at their residences.

ge checked at their residences. WEST JERSEY RAILROAD LINES.

WEST JERSEY RAILEOAD LINES, from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 13, 1867.
 S'60 A. M. Morning Mail, for Bridgeton, Satem Stilville, Vincland, and intermediate stations.
 B'00 A. M. Cape May Morning Mail.
 B'00 P. M. Cape May Accommodation.
 B'00 P. M. Bridgeton and Satem Passenger.
 CO P. M. Bridgeton and Satem Passenger.
 CO P. M. Cape May Express.
 CO P. M. Woodbury. Accommodation.
 Cape May Freight leaves Camden at 9:20 A. M.
 West Jersey Freight Train leaves Camden at 12 M.
 Moon).

(noon). Freight will be received at Second Covered Whari below Walnut street, from 7:00 A. M. until 5:00 P. M. Freight received before 9:00 A. M. will go torward the

ame day. Freight Delivery, No. 228 S. DELAWARE Avenue 7 217 WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILROAD.

NORRISTOWN RAILROAD.
 TIME TABLE,
 On and after Wednesday, May 1, 1867. FOR GERMANTOWN.
 Leave Philadelphia 6, 7, 8, 9'05, 10, 11, 12 A. M. 1, 25, 35, 4, 6, 55, 6 10, 7, 8, 9, 10, 11 2 P. M.
 Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M.
 J. 3, 4, 45, 5, 65, 70, 7, 8, 9, 10, 11 P. M.
 Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M.
 J. 3, 4, 45, 5, 65, 70, 70, 11, 12 P. M.
 Leave Germantown 8, 7, 75, 8, 820, 9, 10, 11, 12 A. M.
 J. 3, 4, 45, 5, 65, 7, 8, 10, 11 P. M.
 The sto Down Train and S5 and 5M Up Trains will not stop on the Germantown Branch.
 ON SUNDAYS.
 Leave Philadelphia 95, A. M. 1, 5, 95, P. M.
 Leave Germantown 85, A. M. 1, 5, 95, P. M.
 Leave Philadelphia 95, A. M. 2, 7, 10M P. M.
 Leave Philadelphia 95, A. M. 2, 335, 537, 7, 9 and 11 P. M.
 Leave Chesnut Hill 710, 8, 9\*40, and 11\*40 A. M. 1\*40
 Sta, 540, 6\*40, 5\*40, and 10\*59 P. M.
 Con SUNDAYS.
 Leave Philadelphia 95, A. M. 2 and 7P. M.
 Leave Chesnut Hill 750 A. M. 12\*40, 5\*40, and 9\*22 P. M.
 CON SUNDAYS.
 Leave Chesnut Hill 750 A. M. 12\*40, 5\*40, and 9\*22 P. M.
 CON SUNDAYS.

Leave Philadelphia 6, 7%, 8, and 1126, 540, and 922 P.M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 8, and 11%6 A. M. 154, 3, 4%, 3%, 5%, 805, and 11% P. M. Leave Norristown 5% P. M. Deave Norristown 5% P. M. Leave Philadelphia 9 A. M. 230 and 715 P. M. Leave Norristown 7 A. M. 530 and 9 P. M. Leave Norristown 7 A. M. 500 and 9 P. M. Leave Philadelphia 6, 7%, 9, and 11% A. M. 154, 8, 50, 65, 65, 8%, 9%, and 11% P. M. Leave Philadelphia 6, 7%, 9, and 11% A. M. 154, 8, 5%, 6, 6%, 8%, 9%, and 11% P. M. Leave Manyunk 610, 7%, 820, 9%, and 11% A. M. 2 5%, 6, 6%, 8%, 0% Sund 11% P. M. Leave Manyunk 610, 7%, 820, 9%, and 11% A. M. 2 5%, 6, 6%, 8%, 0% Sund 11% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. Support Manyunk 7% A. M. 6 and 9% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. Support Manyunk 7% A. M. 6 and 9% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. M. S. WILSON, General Supporting and and the set of th

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

lay, On and after SATURDAY, June 29, 1867, trains will eave VINE Street Ferry, as follows;---

pecial Excursion... Freight. Express (through in two hours)..... 

Express, 215 P. M., Express, 636 F. M., Express, 825 P. M., Express, SUNDAY TRAIN FROM BALTIMORE, SUNDAY TRAIN FROM BALTIMORE,

Leaves Baltimore at \$55 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Eikton, and Newark to take passengers for Fhiladelphia 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. 828 CHESNUT Street, under the Continental Hotel. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company. 453 H. F. KENNEY, Superintendent.

PHILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE.

SUMMER TIMF TABLE. Through and direct route between Philadelphia, Ealtimore, Harriaburg, Whilamiport, and the Great Oil Legion of Pennsylvania. ELEGANT SLEEPING CAR's on all Night Trains, On and after MONDAY, April 19, 1867, the trains on the Philadelphia and Erie Railroad will run as follows:-WESTWARD.

WESTWARD

7.00 P. M. 4.30 A. M. 4.08 P. M. 1200 noon 8.45 P. M. 10.00 A. M. . 8'00 A. M. . 645 P. M. . 8'10 P. M. Maij Train leaves Erie leaves Williamsport arrives at Philadelphia... 10°25 A. M. 10°10 P. M 7°00 A. M. 5°00 P. M. 4°25 A. M. Erie Express leaves Erie. Jeaves Williamsport. 

close connections at Oil City with trains for Frankills and Fetroleum Centre, Baggage checked through, ALPRED L. TYLER, 112 General Superintendent,

PHILADELPHIA AND BALTIMORE CEN-TRAL KAILKOAD.-Sommer Arrangements, on and after SATURDAY, June 1, 867, Trains will leave Philadeiphia, from the Depot of the West Chester and Philadeiphia Railroad, corner of the structure of the West Chester and Philadeiphia Railroad, corner of the structure of the West Chester and Philadeiphia Railroad, corner of the structure of the SN UT Structure (West Phila-celubia), at 715 A. M. and 420 P.M. A Market Train, with Passenser Carattached, will the no nuesdays and Fridays, leaving the Rising Sun at 115 A. M., Oxford at 1290 M., and Kennett at 1900 P.M., comberling at West Chester Junction with a Tain for Philadeiphia. On Wednesdays and Satur-days trains leave Philadeiphia at 230 P. M., run ing thore Philadeiphia. On Wednesdays and Satur-tor Philadeiphia. Son Wednesdays and Satur-tor Philadeiphia at 240 P. M., run the thore Philadeiphia at 250 P. M. con-sects at Oxford with a daily dine of Sisge's for Peach Bottom, in Lancester county. Returning, leaves Pack Bottom to connect at Oxford with the Atter-noon Train for Philadeiphia at 450 P. M. runs to The Train leaving Philadeiphia at 450 P. M. runs to The Train leaving Philadeiphia at 450 P. M. runs to the Bottom to connect at Oxford with the Atter-noon Train for Philadeiphia at escing appared only. The Train leaving Philadeiphia at escing appared only. The Train leaving Philadeiphia at escing appared only. The Train teaving the Company will not in say case base responsible tor an amount exceeding cose hundred only and the Company will not in the the theory appared only and the philadeiphia at escing the theory appared on the teap appared appare DHILADELPHIA AND BALTIMORE CEN-

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

Twines, Etc. No. 22 North WATER Street, and No. 22 North DELAWARE Avenue,

PHILADELPHIA. EDWIN H. FITTER, MICHAEL WRAVER, CONEAD F CLOTHIEL 214

UNITED STATES REVENUE STAMPS.-Principal Depot, No. 304 CHESNUT Street. Central Depot. No. 108 S. FIFTH Street, one door below Chesnut. Established 1882.

Revenue Stamps of every description constantly on

Revenue stamps of every description constantly on bard in any amount. Orders by Mail or Express promotily attended to. United States Notes. Drafts on Philadelphis 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 chearually vision.

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 Railroad," and addressed "Brev. Lieut.-Col. A. J. McGonnigle, A. Q. M. U. S. Army, office Chief Quartermaster, Fifth Military District, New Orieans, La." A. J. McGONNIGLE, 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

**GOVERNMENT SALES.** 

G OVERNMENT SALE OF THE MILITARY Railroad at Brazos Santiago, Tezas. - Office Chief Quartermaster Fifth Military District, New Origans, La., July 9, 1867. Scaled Proposals will be received at this office until 12 M., August 10, 1867, for the purchase of all the right, Like and interest of the United States in and to the United States Military Railroad from Brazos Santiago to White's Ramche, 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 almost to the road, together with the rolling stock, cars, machinery, and other equipment, ar follows:

as follows:-91% miles Railroad Track. 2 Tern-Tables. 25,000 pounds Railroad Chairs. 800 Cross Ties. 9,500 pounds Railroad Iron. 4 Railroad Frogs and Switch Stands. 1 Locomotive and Tender (named "West-are")

Rapche, Texas,

ern"). 8 Flat Cars.

Hand Cars.

2 Crow Feet. 4 Spike Mauls

Track Guage.

Water Cosks.

Feed Pipe. Cistern. Office Desks.

Stove. Cinw Bars.

Padlocks.

Anvlis. Bellows. Pinch Bars.

Vises, Cross-cut Saw.

173 Pick Axes, 24 Pick Axe Handles,

8 Spades. 45 Shovels.

Cooking Stove.

Shackle Bars

Lantern. Signal Lanterns. Grind Stones.

Turning Lathe.

sets Carpenters' Tools, Water Buckets, Jackscrews and Levera.

Cold Chisel. Blacksmiths' Hammers

Siedge Hammers,
 Siedge Hammers,
 Hammer Handles,
 Spike Punohes,
 set Blacksmiths' Tools,
 Blacksmiths' Tongs,

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 United States, which does not belong to the United States, This road is about ten miles in length, and the from Brazos Santiago to White's

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

vine, rexas, and any information desired may be obtained from that officer, or from the officer of the Chief Quartermaster, Fifth Military Dis-trict, New Orleans, La. A condition of the sale will be that trans-portation 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 Mili-tary 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

ment.

pounds Car Springs.

Fire Tongs. Fire Tongs. Raliroad Depot Building. Foreman's Quarters. T Whar! pounds American Packing.

pounds Jute Packing, leet Rubber Hose. Douglas Fump.

Push Cars.

as follows

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 6in 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:-

Equinage:-16,000 Uniform Coats. 34,000 Uniform Jackets. 7,775 Veteran Res. Corps Jackets, 19,600 Kuit Drawers, 128,000 Kuit Shirts, 40.000 Great Coats (Footmen's). 30,000 Great Coats (Horsemen's). 150,000 Woollen Biankets. 80 000 Rubber Blankets 10,000 Rubber Ponchas. 190,000 Lined Sack Coats. 100,000 Unlined Back Coats 100,000 Forage Caps. 89,000 pairs Bootees, M. S. 8,900 pairs Boots, M. S. 15,000 Brogans. 150,000 Leather Neck Stocks. 45,000 Hat Feathers. 100,000 Knapsacks (Regulation). 11,000 Mann s Patent Knapsacks. 50,000 Haversacks (Regulation), 7,500 Haversacks (Enamelied), 21,000 pairs Trowsers, Horsemen's. 15,000 pairs Trowsers, Footmen's, 2,807 pairs Leggings. 434 Hussar Jackets. 434 Hussar Jackets.
1.000 Straw Hons.
2.173 Dark Hons.
2.173 Dark Hons.
2.173 Buckles for Trowsers.
2.161 Buckles for Trowsers.
34 yards Dark Blue Cloth.
419 yards Bine Flannel.
1.892 yards Bine Flannel.
1.892 yards Black Wigans.
799 yards Black Wigans.
799 yards Binek Alpace.
443 yards Brown Hollands.
Also, a quantity of various articles of irregular to 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 the days after the sale, under forfeiture of purchase and the ten per cent, deposited.
Byt, Major-General D. H. VINTON, 7 20 154 Asst. Qr.-Master Gen'i U. S. A. 1.600 Straw Ents.

PROPOSALS.

PROPOSALS FOR WOOD

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, B. C., July 16, 1807. } Sealed Preposals are invited and will be re-ceived at this office until July 30, 1887, at 12 o'clock noon, for the purchase of about 10,000 COEDS OF WOOD, now Ising at the Govern-ment Woodyard, at Alexandria, Va. Bids for 1000 cords, with the privilege of the lot, are invited, but for an amount less than 100 cords bids will not be entertained. Proposals must be plainly marked "Propo-sals for Wood," and be addressed to the un-dersigned.

dersigned. Fifteen days will be allowed parties to remove

their purchases. Bidders will state their full name and post chice address, and will be notified by letter of the acceptance of their bid. The undersigned reserves the right to reject any or all bids that may be considered objec-tionable.

tionable. Payment in Government funds is required

W 1 L L 1 A M E. G E A N T , COMMISSION MERCHANT, No. 65 S. DELAWARE AVENUE, Philadaiphia, AGENT FOR W. Baker & Co.'s Chocolale, Cocos, and Broms, Crocker Bros. & Co.'s Vislow Metal Shealbing. Bolts, and Nalls

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Payment in General Dopot Quartermaster