THE BLACK HOLE AT CALCUTTA. A PROM THE DIARY OF A MIDSHIPMAN.

When the ship in which I sailed for India reached the Hoogly the rainy season was over, and that which is termed the "cold season" had commenced. This cold season begins about the first of November, and lasts through February; but it is not like one of our winters -not in the least-being really warmer than our early autumnal or spring temperature.

As might be supposed, one of my chief desires, on reaching Calcutta, was to see the famous Black Hole. My readers have probably all heard of it, and many of them may be as well acquainted with the story as I am. Still, as some may not know the circumstances,

I will give them as I gathered them briefly. In 1690 the English gained possession of three small villages upon the river Hoogly, where they erected trading factories; and eight years later an Indian prince, named Azeen Ooshan, who was friendly to the English, gave them a perpetual lease of these villages, and allowed them to erect fortifications. The first fortification was erected at the village of Caloutta, and was called Fort William, in compliment to the English King of the time. Under the protection of this fort quite a settlement sprang up here, and the business of the Company throve exceedingly. Towards the middle of the eighteenth century, France and England being at war, trouble sprang up between the French and English in India, which was pushed to the extent of pitched warfare; and it was while the attention of the English commanders was turned towards their Christian enemy that Surajah Dowlah, who had recently become Nabob of Bengal, and who hated the British, gathered together a large army, and made an attack upon Calcutta when the English were in no way prepared for proper de-

It was in June, 1756, that the Nabob made his attack, with an army of seventy thousand horsemen and four hundred elephants. Calcutta was easily taken, and those who could do so fled to the fort for protection. After plundering the town, and setting it on fire in many places, Surajah Dowlah turned his attention to the fort, which was defended by a mere handful of men with great bravery; but they could not hope to hold out against such odds, and towards evening, on the 20th of June, the garrison surrendered, there being

one hundred and forty-six of them left alive. Down in the basement of the fort was a dungeon, not quite eighteen feet square, constructed for the confinement of refractory soldiers or dangerous prisoners; and never had those in command deemed it safe to keep more than four persons in it at the same time. the ventilation being such that not more than that number could be safely kept there over night. Into this dungeon Surajah Dowlah ordered his prisoners to be put and locked up for the night; and Mr. Holwell, who was of the number, and who chanced to be among the survivors, says that it required the united strength of many men to close the door of the dungeon, so tightly were the prisoners

pressed in ! To this dungeon there were two windows, or small barred loop-holes, both upon one side, through which but little air could come at best; but when we remember that the town was on fire in many places, and that the air without was hardly fit to breathe from the dense smoke with which it was laden, what must have been the air within that dungeon!

The unhappy prisoners had been thus confined but a very few moments when they broke forth into profuse perspiration, and as the system thus began to throw off its water, of course they were seized with fierce thirst. Those near the windows held up their faces to the air, while those who were in the rear strove to press forward. Some one of their number suggested that if they removed their clothing they would have more room to stand n, and most of them stripped themselves bare; but the relief was not perceptible.

One of the guard, who stood by a window, was offered a thousand rupees if he would have them conveyed to a larger room. He went away, but soon returned, saying that it could not be done. The offer was then doubled; but the man told them that the Nabob was asleep, and that no one dared to awaken

As the night advanced, the cry for water became general, and at length one of the guard brought some in a pail; but the pail could not be taken through the bars, so those who stood by the windows took it in their hats, and in the rush to secure it most of it was spilled. No more was brought, and the prisoners now tried to get the guard to end their torture by shooting them. They howled, and hooted, and taunted the sentinels, hoping that they would fire upon them; but, instead of that, the dark-skinned soldiers of the Nabob brought torches, and crowded about the windows to enjoy the horrible spectacle !

As the night crept on, all self-control was lost; many of the unfortunates became delirious; those in the rear pressed madly forward towards the windows; the weak and fainting ones were borne down and trampled under foot; and ever and anon some poor creature in a far corner would sink down and die from asphyxia. After midnight the stench became dreadful, and grew worse and worse every moment. Entirely bereft of sense and reason, the suffering wretches stamped and howled and prayed, and cursed, and fought like mad-To say that it had become a bedlam would convey no idea at all of the horrors of

By midnight the victims began to drop off fast, and long before daylight all sentient cries for succor had ceased; for those who survived were either powerless or utterly raving. At 6 o'clock in the morning the Nabob awoke, and ordered the dungeon to be opened. Of the one hundred and forty-six men who had been there shut up en the evening before, only twenty-three were found alive, and even they were so stupefied as to be utterly powerless; but the fresh air revived them, and in time they recovered their senses and their strength.

Mr. Holwell was willing to believe that Surajah Dowlah did not intend to cause any such catastrophe, and that the awful result was due to the malevolence of a few inferior officers; but the majority of those who were cognizant of the facts were unwilling thus to excuse the Nabob.

Lord Clive, who was at that time at Madras, heard of the fall of Calcutta, and at once raised a strong force of English and Sepoys, and marched to the relief of the captured factories. Calcutta was retaken, and, in just one year from the catastrophe of the Black Hole, he met Surajah Dowlah at Plassy, where he overcame and entirely crushed him; and, ere long afterwards, the sanguinary Nabob was

dethroned and put to death. I found the Black Hole now used as a warehouse; but an obelisk, fifty feet high, had been erected at the gate in memory of the victims who had fallen during that eventful night of June 20, 1756. I went down into the dungeon, where a few chests of opium were stored, and I imagined how one hundred and forty-six men could have stood in such a place. I took my pencil, and made some figures upon a piece of board; and I found that, upon dividing the superficies of the floor into squares, it would allow a square to each man of about seventeen inches upon a side. | described. The western approach street will

Now an ordinary-sized man measures from forty-eight to fifty inches around the shoulders. and many men measure more than that; but calling it forty-eight inches, and we find the man requiring a space of at least sixteen inches in diameter in which to stand; so that those poor fellows must have been packed in there in a solid mass. And then I fancied the air all breathed up in a very few minutes, and I thought of the hot, smoke-laden air that came in at those two barred loop-holes, to supply them with the life-sustaining element. I stood there, thus pondering, until my own breath seemed to come and go with difficulty; and then I followed my companions up into the outer world. I had heard often of the Black Hole; and now I had seen it, I did not think I should ever forget it.

THE HOLBORN VALLEY VIADUCT. The chief stone of the Holborn Valley Viaduct was laid, in Farringdon street, on Monday, June 3, by Mr. Deputy T. H. Fry, Chairman of the Improvements Committee of the City of London Corporation. The ceremony was very brief. The usual forms were ob served, and the stone, a block of polished granite, weighing seven tons, was declared well and truly laid, amidst the cheers of the spectators. The following was the inscrip-

"This chief stone of the Holborn Valley Viaduct was laid, June 3, 1867, by Thomas Henry Fry, Esq., Deputy Chairman of the Improvements Committee of the Corporation of the City of London. The Right Hon. Thomas Gabriel, Lord Mayor; W. Haywood, engineer; Messrs. Hill and Keddell, contractors."

During the proceedings a history and de-scription of the undertaking was read by Mr. Haywood, the engineer. Although the general features of the work have been long amiliar to the public, the following official account will be useful as a record of an interesting event in the history of the metropolis: -"The Holborn Valley Improvement consists of a viaduct, supporting a roadway between Hatton Garden and the western end of Newgate street, and two side streets connecting the upper with the lower or Farringdon street evel. The line of roadway on the viaduct will be eighty feet in width, and will commence at the western end of Newgate street; from that point it will be carried in a straight line to the western side of Farringdon street, occupying nearly the whole of the space which now or recently formed Skinner street, as well as a large portion of the sites of the houses on that line of thoroughfare. It will include also a portion of the churchyard of St. Sepulchre. From Farringdon street westward it will be carried by a gentle curve to the end of Hatton Garden, occupying the sites of the houses which formerly stood on the southern side of Holborn Hill, and the largest portion of the present roadway at that spot; it will also occupy part of the church-yard of St. Andrew's, Holborn. From Newgate street to the entrance to St. Sepulchre's Church the gradient will be about 1 in 696. and at this point the eastern approach street from Farringdon road will join the viaduet on its northern side; from St. Sepulchre's Church to Farringdon street the gradient will be 1 in 153, and from Farringdon street to Hatton Garden 1 in 143; for all the purposes of traffic, therefore, the viaduct may be said to be level. The viaduet in its formation will include vaultage beneath each footway, for the accommodation of the future houses on either side of at Hatton Garden and at Newgate

the roadway; outside these vaults will be a subway for the gas and water pipes, and between each subway, and forming the centre of the viaduct, the roadway will be carried on a series of arches. The footway vaults at the point next to Farringdon street will be three tiers in height on each side of the road, and they will gradually diminish, both eastward and westward, until, will be but one tler in height. The general height of the subways will be about eleven feet six inches, and their width seven feet; they will be constructed of brickwork, except where they are carried over the London, Chatham, and Dover Railway, and at that point they will be altered in form, and be constructed of iron; the tops of the subways will be but a small depth beneath the footway pavement; and at Farringdon street and Shoe lane vertical shafts will be formed, to enable connections to be made between the pipes in the subways and those in the streets named. In each subway provision is made for water, gas, and telegraph pipes, all of which will be so placed that their joints can be inspected and repairs made without difficulty. The subways will be well ventilated, and tubes will be left between the subways and the vaults of the houses for the introduction of the servicepipes to the various premises. At each end of the subways, as well as beneath the bridges at Farringdon street and Shoe lane, there will be entrances for the purpose of admitting workpeople and taking in any materials that may be needed. Immediately beneath the subways and sewers, drains from every alternate house vault will be constructed to these sewers at the time the viaduct is built; and the mode of construction of sewers, drains, and street-gullies is such that it is believed it will never be necessary to break up the surface of the viaduct, when it is once formed, to repair or cleanse them. The central vaults beneath the carriage-ways will be formed by arches springing from east to west; they will be ventilated into the carriage-way; the level of their flooring will be such as to enable carts and trucks to be easily drawn along them; they will be commodious, dry, and have uniform temperature, and, it is anticipated will be valuable for many purposes of trade and commerce. The entrance to these vaults will be in the abutments of the bridges over Shoe lane and Farringdon street. On the top of the footway vaults and the subways the foot pavement will be and the carriage-way will be principally laid over the large central vanlts. Farringdon street will be crossed by a cast-iron bridge of an ornamental character. It will be in three spans, supported by piers one row being on the outer edge of each footway; these piers, as well as the outer abutment piers, are to be formed of polished granite; the height of the bridge next to the curbstones will be sixteen feet, and in the centre the minimum height will be twenty-one feet, which is considerably more than sufficient for the traffic. At each corner of this bridge flights of steps will be constructed, to enable pedestrians to pass between the upper and the lower levels; these will be en-

closed in stone structures, ample light and ventilation being given to them. These structures will be carried up

some stories above the level of the viaduct:

beneath the steps the space will be appro-

priated as shops or warehouses, and above the steps the floors will be eligible for offices or

for general commercial purposes. Shoe lane,

which at its northern end is now but fourteen

feet wide at one spot, is to be made thirty feet wide; the viaduct will be carried over it by a

girder-bridge. This lane is to be continued

northwards with a thirty-feet width to its

junction with the new street, which is to be formed from the corner of Hatton Garden to

Farringden road, and which will presently be

start by a junction with the viaduct at Hatton Garden and be carried in a northeasterly direction to Farringdon road; opposite to it the new street leading to Smithfield Market will commence. The two streets will, therefore, together form one straight line of thoroughfare, sixty feet in width, giving direct access to the market and to the northeast of London. The eastern approach street will begin at Farringdon road, about 130 feet north of the point where that thoroughfare will be crossed by the viaduct; it will be carried nearly parallel to the viaduct for some distance eastwards, and will join on to it with a gentle curve by the side of St. Sepulchre's Church. This street will form a junction with King street, and will, therefore, give another line of access to the new market; the lower end of this street will take the place of the thoroughfare which is now known as Snow Hill, the whole of which will be absorbed by its formation, or by the buildings to be erected on each side of it. Farrington street or road, at a short distance southward of the bridge, will have its level altered, and will be carried with a gradient of one in forty-five as far as West street, and from that point northward with a very slight inclination, until it again falls into the present level of the road. This alteration in gradient will enable the side streets to be formed with gradients of about one in fortyfive. In the approach street sewers will run throughout their entire length, and above the sewer in the western street a subway is to be constructed, which will be connected with the subways on the viaduct. In the year 1863 the corporation of the city of London prepared and deposited in Parliament plans for this improve ment, and in 1864 the act was passed autho rizing the works which are the subject of thi

SUMMER TRAVEL VIA

NORTH PENNSYLVANIA BAILROAD. SHORTEST AND MOST PLEASANT ROUTE TO WILKESBARRE,

MAUCH CHUNK, ALLENTOWN, ALLENTOWN, MOUNT CARMEL, HAZLETON,

BETHLEHEM, And all points in the

And all points in the LEHIGH MAHANOY, AND WYOMING VALLEYS Commodions Cars, Smooth Track, Pine Scenery, and Excellent Hotels are the specialties of this route.

Through to Wilkesbarre and Mauch Chunk without change of cars.

EXCURSION TICKETS, From Philadelphia to Principal Points, issued from the TICKET OFFICES ONLY, at Reduced Rates, on Saturdays, good to return till Monday evening.

**EXCURSION TICKETS TO WILKESBARRE,
Good for TEN DAYS, issued any day.

Through Trains leave the Depot. BERKS and
AMERICAN Streets, at 745 A. M., 130 P. M., and 5-20
P. M.

P. M.
For particulars see Time Table in daily papers.
ELLIS CLARK, General Agent,
Philadelphia, July 1, 1867.
Tickets sold and Baggage Checked through to the
principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH St. 79-1m

CAMP MEETING. VINELAND, NEW JERSEY,

COMMENCING WEDNESDAY, JULY 17. WEST JERSEY BAILROAD LINES

Leave foot of MARKET Street (Upper Ferry), as follows, commencing July 17, 1807;— FOR VINELAND, 800 A. M., 900 A. M., 300 P. M., and 350 P. M. RETURNING TRAINS.

LEAVE VINELAND FOR PHILADELPHIA at 13 A. M., 828 A. M., 879 P. M., and 6785 P. M. EXCURSION TICKETS, good any time during the lump, \$175. WM. J. SEWELL.

CITY ORDINANCES.

RESOLUTION
To Authorize a Lease of the Saloon at the Fairmount Water Works. Resolved, By the Select and Common Councils

of the City of Philadelphia, That the Chief Eu-gineer of the Water Department be and he is hereby authorized and directed to lease for the ensuing year the Saloon at the Fairmount Water Works to Henry Snyder: Provided, That no spirituous or malt liquors shall be sold, furnished or used upon said premises, and that no disorderly person shall be admitted, nor shall any vicious or unlawful practices or doings be permitted therein: And provided further, That permitted therein: And provided further, That said lessee shall covenant and agree to remove from and deliver up possession of said premises at any time curing the term above mentioned, upon ten days' notice from the Chief Engineer of the Water Department, the said notice to be given by the Chief Engineer of the Water Department whenever the interests of the city shall, in the opinion of Councils, require possession of the said premises: And provided ession of the said premises; And provided further, That the lease therefor shall be drawn by the City Solicitor, and the said leasee shall give security in the sum of two thousand doi-lars for the faithful performance of the several covenants, the surety or sureties therefor to be approved by the Committee on Water Works.

JOSEPH F. MARCER.

/ President of Common Council. ROBERT BETHELL,

Assistant Clerk of Select Council, JOSHUA SPERING President of Select Council.

Approved this twenty-fourth day of July Anno Domini one thousand eight hundred and sixty-seven (A. D. 1867). MORTON MCMICHAEL,

Mayor of Philadelphia.

R ESOLUTION
To Rearrange and fix the boundaries of the Election Division, and to fix the place for holding elections is the Twenty-sixth Ward, and to create an additional Election Division and to create an additional Election Division therein, to be called the Tenth Election Divi-

Resolved, By the Select and Common Councils of the City of Philadelphia, That the First, Second, Third, Fourth, Fifth, Sixth, Seventh, and Eighth election divisions of the Twenty-sixth Ward shall be and remain as beretofore established, and the places of holding elections therein shall be and remain as heretofore; and the Ninth election division shall be bounded as follows:—Beginning at the south. heretolore; and the Ninth election division shall be bounded as follows:—Beginning at the southwest corner of Nineteenth and Christian streets; thence west to the river Schuylkill; thence to the north side of Federal street; thence eastward to the west side of Nineteenth street, and from thence to the place of beginning; and the place of holding elections shall be at the house of Edward Parr, at the northwest corner of Twentieth and Federal streets; and the Tenthelection division shall be bounded as follows:—Beginning at the southwest corner of Nineteenthing Beginning at the southwest corner of Nine-teenth and Federal streets; thence along the south side of Federal street to the river Schuylkill: thence south to the north line of Mifflin street; thence eastward to the west line of Nine-teenth street; and thence to the place of begin-ning; and the place of bolding elections shall be at the house of Andrew McIntyre, south-west corner of Twenty-eighth and Federal

> JOSEPH F. MARCER. President of Common Council.

Attest-ROBERT BETHELL. Assistant Clerk of Select Council, JOSHUA SPERING, President of Select Council Approved this twenty-third day of July Anno Domini one thousand eight hundred and sixty-seven (A, D, 1867). MORTON MCMICHAEL

Mayor of Philadelphia, PHILADELPHIA SURGEON'S
BANDAGE INSTITUTE, No. 14 N.
NINTH Street, above Market.—B. C.
EVERETT, after thirty years' practical experience,
guarantees the skilful adjustment of his Premium
Patent Graduating Pressure Truss, and a variety of
others. Supporters, Elastic Stockings, Shoulder
Braces, Crutches, Suspenders, etc. Ladies' apartments conducted by a lady.

5 202 PHILADELPHIA SURGEONS

PATENT WIRE WORK FOR RAILINGS, STORE FRONTS:
GUARDS, PARTITIONS, ETC.
COAL SUREENS, POURDRINIER WIRES, ETC.
Manufactured by
MALKER & SONS,
12 500
No. 11 R. SIXTH Stress

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1967, The trains of the Pennsylvania Central Railroad leave the Pepot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Italiway. Those of the Chesnut and Walnut Streets Railway run within one

aquarc of it.

On Sandays—The Market Street cars leave Front and Market Streets thirty-live minutes before the Geparture 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 bargage at the Depot. Order, left at No. 301 Chesnut street, or No. 1 South Eleventh street, will receive attention. TRAINS LEAVE DEPOT, VIZ.

Mail Trair TRAINS ARRIVE AT DEPOT, VIZ.: Cincinnati Express.

Philadelphia Express.

Erie Mall. acli Accommodation. No. 1.

Paol Accommodation 9 50 P. I Harrisburg Accommodation apply to JOHN C. ALLEN, Ticket Agent, No. 301 CHESNUT Street, SAMUEL H. WALLACK, Ticket Agent at the Depoi

The Pennsylvania Ballroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

Florence, At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edgewater, Hiverside, Riverton, and Palmyra.

At 5 and 10 A. M., I. 4, 6, and 11 30 P. M., for Fish The 1 and 11:30 P. M. Lines leave from Market street Ferry, upper side.
LUNES FROM KENSINGTON DEPOT Street F

Will leave as follows:—
At 11 A, M., 4:30 P, M., and 12 P, M. (night), via Kensington and Jersey City, New York Express Lines, Fare, 83.
At 8, 10:15 and 11 A, M., 2:30, 2:30, 4:30, 5, and 12 P, M., Fare, 83.

At 8, 10/15 and 11 A. M., 2/30, 2/30, 4/30, 5, and 12 P. M., for Trenten and Bristol.

At 8 and 10/15 A. M., 2/30, 5, and 12 P. M., for Morrisville and Tullytown.

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

At 10/15 A. M., 2/30 and 5 P. M., for Eddington.

At 7/30 and 10/15 A. M., 2/30, 4/5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELIAWARE BAILROAD LINES, From Kensington Depot.

At 8 A. M. for Niagara Falis, Buffalo, Dunkirk, Canandatgua, Elmira, Ithaca, Owego, Rocnester, Binghamton Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Strondsburg, Water Gap,

At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.
The 330 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows;— At 1°30 A. M., and 1°30 and 9°30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25. 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 1s, 1867,

9-00 A. M. Morning Mail. Due 12-25 P. M. 3.66 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.

RETURNING TRAINS LEAVE CAPE ISLAND, 6°26 A. M. Morning Mail. Due 10°07 A. M. 9°00 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 isaves 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. 828 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences. WEST JERSEY RAILROAD LINES,

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Unper Ferry), Commencing SATURDAY, July 13, 1867.

800 A. M. Morning Mail, for Bridgeton, Salem, Miliville, Vineland, and intermediate stations.

800 P. M. Cape May Morning Mail.

800 P. M. Cape May Accommodation.

800 P. M. Cape May Express.

600 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 920 A. M. West Jersey Freight Train leaves Camden at 12 M. (neon). (neon).
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 7-24f WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI

Leave Chesnut Hill 750 A. M. 1230. 540, and 928 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 1150 A. M. 124, 8, 45, 55, 564, 855, and 112 P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 124, 8, 424, 634, and 52 P. M.
Leave Philadelphia 9 A. M., 230 and 715 P. M.
Leave Philadelphia 9 A. M., 230 and 715 P. M.
Leave Philadelphia 6, 7%, 9, and 1156 A. M. 124, 3, 424, 534, 634, 550, 9%, and 113 P. M.
Leave Philadelphia 6, 7%, 9, and 1106 A. M. 124, 3, 425, 534, 634, 8, and 105 P. M.
Leave Manyunk 610, 724, 8720, 944, and 1134 A. M., 2 134, 5, 634, 8, and 105 P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M. 25, and 75 P. M.
Leave Manyunk 754 A. M. 6 and 954 P. M.
Leave Manayunk 754 A. M. 6 and 954 P. M.
Leave Manayunk 754 A. M. 6 and 954 P. M.
Leave Manayunk 755 A. M. 6 and 954 P. M.
Depot, NINTH and GREEN Streets,

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD,
THROUGH IN TWO HOURS.

Five Trains daily to Atlantic City, and one on Sunday. On and after SATURDAY, June 29, 1867, trains will leave VINE Street Ferry, as follows:—

600 A. M. Special Excursion 770 A. M. Mail. 915 A. M. 915 A. M.

BAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD .-

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Sbortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazeiton, White Haven, Wilkesbarre, Mahnanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoning coal regions.

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

SUMMER ARRANGEMENT.

NINE DAILLY TRAINS.

On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows—Att'45 A. M.—Moraing Express for Behlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasanqua, Slatington, Match Chunk, Weatherly, Jeansyllie, Razeiton, white Haven, Wilkesbarre, Kingston, Pitaton, and all points in Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, at S. P. M., Passengers by this train can take the Lehigh Valley train, passing liethlehem at 11%5 P. M., for Easton, and points on New Jorsey Central Railroad to New York.

At 8'45 A. M.—Accommodation for Doylestown, Stopping at all intermediate stations. Passengers for ork. At 8.45 A. M.—Accommodation for Doylestown, stop-At 8'45 A. M.—Accommodation for Deviestown, stopping at all intermediate stations. Passengers for Willow Grove. Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 10'15 A. M.—Accommodation for Fort Washington, atopping at intermediate stations.

At 1'30 F. M.—Express for Bethiehem, Allentown Match Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Stenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

lown.
At 245 P. M.—Accommpdation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales

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

At 4 P. M.—Accummodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abingt p. for Lumberville at Doylestown.

At 5 20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lenign Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 6 20 P. M.—Accommodation for Lanadale, stopping at all intermediate stations.

At 11:30 P. M.—Accommodation for Fort Washington.

At 11:30 P. M.—Accommonates for ington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethiehem, at 9:55 A. M., 2:55 and 5:40 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 8:15 P. M., and arrive in Philadelphis at 8:40 P. M.

at Rethiehem at 8:15 P. M., and arrive in Philadelphis at 8:40 P. M.
From Doylestown at 8:25 A. M., 5:16 P. M., and 8:40 P. M.
From Lansdale at 7:30 A. M.
From Fort Washington at 11:30 A. M. and 3:35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 7:46 P. M.
Doylestown to Philadelphia at 7:30 A. M.
Bethlehem to Philadelphia at 7:30 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new denot.

Fifth and sixth streets Passenger cars convey passengers to and from the new depot.

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

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

ELLIS CLARK, Agent. Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage cipal points at Mann's North Pennsylvania Baggag Express Office, 112 No. 105 S. FIFTH Street.

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 5, 1867, Trains will leave Depot, corser BROAD Street and WASHINGTON Avenue, as foilows:—
Way Mail Train at 839 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations,
Express Train at 1138 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 220 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Eikton, Northeast, Charlestown, Perry, ville, Havre-de-Grace, Aberdsen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11'09 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harring-ton, Seniord, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Mouroe and Norfolk via Baltimore will take the 11'50 A. M. Train, Via Crisfield will take the 11'50 A. M. Train, Via Crisfield will take the 11'50 A. M. Train, Via Crisfield will take the 11'50 A. M. Train, Connects with Milmington.

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

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 runs; to New Castle.

Leave Wilmington 6'30, 7'15 and 8 A. M., 4'00 and 5'21 (daily) P. M. The 7'15 A. M. Train will not stop at stations between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7'25 A. M., Way Mail. 9'35 A. M., Express. 2'15 P. M., Express. 6'35 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8'35 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkiton, and Newark to take passengers from Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and 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.

481

THILADELPHIA AND ERIE RAILROAD .-

SUMMER TIME TABLE.

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

ELEGANT SLI-EPING CARS on all Night Trains. On and after MONDAY, April 19, 1897, the trains on the Philadelphia and Eric Railroad will run as follows:—

WESTWARD.

Mali Train leaves Philadelphio

"leaves Williamspor

"arrives at Erie
Eric Express leaves Philadelphia

"leaves Williamspor!

"arrives at Erie

Elmira Mail leaves Philadelphia

"leaves Williamspor!

"leaves Williamspor!

"arrives at Lack Haven

EASTWALD.

EASTWALD. 8'10,P. M.

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,—Summer Arrangements, On and alter SATUBDAY, June 1, 1807, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUTStreets (West Philadelphia), at 7:15 A. M. and 420 P. M.

Leave Rising Sun at 5:15 and Oxford at 6:06 A. M., and leave Oxford at 3:25 P. M.

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

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

The Train leaving Philadelphia at 4:30 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5 ii?

HENRY WOOD, General Sup't.

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

No. 25 North WATER Street, and No. 25 North DELAWARE Avenue, PHILADELPHIA, EDWIN H. FITLER, MICHAEL WEAVER, CONBAD F CLOTHIES. 214 UNITED STATES REVENUE STAMPS.—
Principal Depot, No. 304 CHESNUT Street.
Central Depot, No. 143 S. FIFTH Street, one door below
Chesnut. Established 1882.

Revenue Stamps of every description constantly on Revenue Stamps of every description constantly on hand in any amount.
Orders by Mail or Express promntly 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 cheeriulty given.

RAILROAD LINES.

READING RAILROAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLELLE, SUS
QUEHANNA, CUMRERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
1 HE CANADAS
SUMMER ARRANGEMENT OF PASHENGER
TRAINS, May 6, 1887,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours:

and CALLOWHILL Street, Philadeliowing hours—
NORNING ACCOMMODATION,
At780A. M., for Reading and intermediate Stations.
Returning, leaves Reading at 650 P. M., arriving in
Philadelphia at 610 P. M.
MORNING EXPRESS,
At 815 A. M., for Reading, Lebanon, Harrisburg,
Potaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Nianara Falls, Buffalo,
Allentown, Wilkesbarre, Pitiston, York, Carlisle,
Chambarahur, Hagerstown, etc. etc. Allentown, Wilkesbarre, Pitiston, York, Carlisia, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Penneylvania Rasiroad trains for Allentown, etc., and the Lebanon Valley train for Harrinburg, etc., as PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cumberland Valley and Schuyikili and Smaquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

and Schujikili and Sasquehama traits for Northumberland, Willamsport, York, Chambersburg, Pinsgrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 3:36 P. M., for Reading Pottaville, Harrisburg, etc., connecting with Rescaing and Columbia Ratirond traits for Columbia, etc.

FOITSTOWN ACCOMMODATION

Leaves Poussown at 6:20 A. M., stopping at intermediate scations arrives in Paliadelphia at 8:40 A. M., Returning, leaves Philadelphia at 5:30 P. M.; arrives in Pottatown at 8:48 P. M.

Returning, leaves Philadelphia at 5:30 P. M.; arrives in Pottatown at 8:48 P. M.

Returning, leaves Philadelphia at 5:30 P. M.; arrives in Reading at 7:30 R. M., stopping at all way it in the property of the stopping at 1:55 A. M.

Returning, leaves Philadelphia at 5:30 P. M.; arrives in Reading at 7:48 P. M.

Trains for Philadelphia leave Harrisburg at 8:30 A. M., and Pottsville at 8:40 A. M., arriving in Philadelphia at 1:30 P. M. Afternoon trains leave Harrisburg at 2:6 P. M., Pottsville at 2:46 P. M., arriving in Philadelphia at 6:46 P. M.

Leaves Reading at 7:15 A. M., and Harrisburg at 4:6 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

Market train, with passenger oar attached, leaves Philadelphia at 12:45 noon for Pottaville and all way stations.

All the above trains rou dally, Sundays excepted. Sunday trains leave Pottaville at 8:00 A. M., and Philadelphia at 3:17 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 7:00 P. M.

CHESTER VALLEY RALLEOAD.

P. M.

CHESTER VALLEY BAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. trains from Philadelphia, returning from Downingtown at 6:10 A. M. and 1:00 P. M.

NEW YORK EXPRESS FOR PITTBBURG ANE THE WEST

Leaves New York at 9 A. M., and 5 and 8 P. M., passing Reading at 1:00 A. M. and 1:30 and 10:00 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Hailroad express trains for Pittsburg, Chicago. Williamsport, Elmira, Baitimore, etc., Returning, express train leaves Harrisburg on as rival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 9 P. M., passing Reading at 4:4 and 10:30 A. M., and e20 and 11:15 P. M., and arriving in New York at 10:10 A. M., and 1:40 and 5:20 P. M. Steeping cars accompany these trains through between Jersey City and Pittsburg, without change.

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

ECHUYLKILL VALLEY RAILBOAD.

Trains leave Pottsville at 7 and 11:30 A. M., and 7:18 P. M., returning from Tamaqua at 7:35 A. M. and 1:20 and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

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 2:30 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.

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 2:30 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.

Trains leave Auburn at 7:50 A. M. for Pinegrove and Tremont, returning from Harrisburg at 2:30 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M. and from Tremont at 7:35 A. M. and 5:25 P. M. and from Tremont at 7:35 A. M. and 5:25 P. M. and from Tremont at 7:35 A. M. and 5:25 P. M. and from Tremont at 7:35 A. M. and 5:25 P. M. and from Tremont at 7:35 A. M. and 5:25 P. M. and from Tremont at 7:35 A. M. and 5:25 P. M. and from Tremont at 7:35 A. M. and 5:25 P. M. and from Tremont at 7 CHESTER VALLEY BAILBOAD.

Through hist-class tickets and emigrant tickets and claim the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and 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 Potistown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

COMMUTATION TICKETS

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

MILEAGE TICKETS,

Good for 2000 miles between all points, \$52700 each for families and firms.

BEASON TICKETS,

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

CLERGYMEN

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

EXCURSION TICKETS

cards entitling themselves and wives to tickets at helf fare.

EXCURSION TICKETS

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

FREIGHT.

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

FREIGHT TRAINS

Leave Philadelphia daily at 520 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville Port Clinton, and all points forward.

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

W EST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1867, Trains will
leave Lepot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:— West Philadelphia, as follows:— Leave Philadelphia for West Chester, at 7:15 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:30 P. M., 7:00 P. M., and Leave Philadelphia for West Chester, at 715 A. M., 11 A. M., 230 P. M., 416 P. M., 430 P. M., 700 P. M., and 1030 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 615 A. M., 715 A. M., 730 and 1035 P. M., 135 P. M., 450 and 650 P. M.

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

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 716 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 530 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 530 P. M., and transfer at B. C. Junction.

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

The Chesnut and Walnut Street cars connect with

Front and Market streets thirty minutes previous to del arture.

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

ON SUNDAYS.

Leave Philadeipnia at 856 A. M. and 2 P. M.
Leave West Chester at 755 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 Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Train leaving Philadeiphia at 755 A. M. and 450 P. M., and leaving West Chester at 750 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. B. R., for Oxford and intermediate points.

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

HENRY WOOD,
General Superintendent.

ANNAMESSIC SHORT LINE AND United States Mail Route to the South

General Superintendent.

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

For tickets and information inquire at Offices, Nos.
411 and 828 CHESNUT Street, or at Depot, BROAD
Street and WASHINGTON Avenue.
[71 3m]
H. V. TOMPKINS, General Agent, Norfolk, Vs.
C. I. TROWHRIDGE, General Passonger Agent. DAST FREIGHT LINE, VIA NORTH PENN-

AST FREIGHT LINE, VIA NORTH PENNABYLVANIA RALLEGAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralls, and all points
on Lehigh Valley Ralirond and its branches.
By new arrangements, perfected this day, this road
is enabled to give locreased despatch to merchandles
consigned to the above-maned points.
Goods delivered at the Through Freight Depot,
Goods delivered at the Through Freight Depot,
B. E. Cor. of FRONT and NOBLIE directs,
before 5 P. M., will reach Wilkesbarre, Mount Osrmei, Mahanoy City, and the other stations is Mahamoi and Wyoming Valleys, before 11 A. M. of the anonoy and Wyoming Valleys, before 11 A. M. of the anoceeding day.

Agent, ng day.

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY.

Commencing SUNDAY, June 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Palisdelphia, foot of Market street (upper fierry), at 7 A. M.
Returning leave Cape Island at 2 P. M., stopping at
principal Stations only.

Fare, \$700. Excursion Tickets, \$400. Good this day
and train only.

WILLIAM J. SEWELL. WILLIAM J. SEWELL, Superintender