THE MINNESOTA FRESHET.

35,000,000 Feet of Logs Over the Falls-Loss, \$400,000. The St. Paul papers report that the freshet in Minnesota has caused a loss of 35,000,000 feet of lumber, worth over \$400,000. The following ad-

ditional particulars are given:-"On Sunday morning the abutment on Nicollet Island, belonging to the main bridge of the Pacific Railroad, between Minneapolis and the island, toppled forward and fell into the current. The uncertain strata of stone on which it had been built had been undermined by the rushing water. The end of the span of trestle-work supwater. The end of the span of trestie-work supported by the abutment dropped also, and now rests upon the submerged pier. It was a fortunate position of affairs, for if the masonry had gone to pieces, the span would have gone down stream, and our suspension bridge would no longer have stretched its graceful line across the river. Two men were on the span next west of the falling portion, and a young woman was actually on the falling and a young woman was actually on the falling trestle at the time of the disaster. She clutched at an iron support, caught it, and was saved. Her feet touched the seething current. With great presence of mind she walked up the inclined plane to the intact portion of the structure, and retraced her steps across the bridge to her home in Minneapolis.

"In St. Anthony the water makes a clean sweep through Tuttle's shingle mill and Farnham's lumber mill. Huge quantities of land are gradually filling up the excavations of flumes, and the machinery will have to be dug out when the water subsides.

'The losses of logs, as near as they can at present be subsided.

sent be estimated, are as follows:-PLATT BIVER DAM.

| | 1,000,000 1,000,000 2,000,000 |
|---|---|
| | 4,000,000 ISLAND |
| Owners. Ankenny, Robinson & Petit D. Morrison W. D. Washburne W. E. Jones & Co. Day & Son Bassett & Co. Stanchfield Harris & Putnam N. P. Clark, J. T. Wilson, St. Cloud. St. Anthony owners. Dean & Co. | Feet, 2,000,000 5,000,000 500,000 4,000,000 4,000,000 2,000,000 4,000,000 3,000,000 3,000,000 |
| Total | 11,500,000 4,000,000 |
| Add loss one month ago | 35,000,000 5,000,000 |
| Total Value at \$10 per M Loss on bridges, etc.:— \$8000 Railroad bridge 2000 Minneavolis bridge 3000 St. Anthony's bridge 1000 | \$405,000 \$405,000 \$14,000 |
| Total | \$419,000 |

Exclusive of individual damage and loss to booms, etc.
"The river is falling perceptibly, but the fall is very slight, and no figures can be given at present. It is hoped that the danger is over."

TENNESSEE.

A Letter from General Thomas in Regard to the Approaching Election—His Instructions to the District Com-manders—He Recognizes the Militia "as Among the Regularly Constituted Au-thorities."

From the Nashville Banner, 25th. Major Brown yesterday received the following letter, through Brevet Brigadier-General Taomas Duncan, commanding the Department of Nash-

Headquarters Department of the Cumber-Land, Louisville, Ky., July 17, 1867.—Hon. W. Matt. Brown, Mayor of Nashville, and Mr. Thomas R. Jennings, Chairman of Committee, Nashville, Tenn.—Sir:—I have the honor to acknowledge the receipt of your letter of the 14th inst., transmitting a copy of the resolutions adopted at a numerous assemblage of citizens of Nashville, of all classes, orders, and races,

I am pleased to see in the resolutions that the lority of their fellow-citizens in every part of the State of Tennessee, are determined to make all necessary sacrifices of feeling and interest which honor will permit, for the happy preservation of quiet, the firm and steady maintenance of law and honor, and the perpetuation of that civit equality and freedom which they regard as the most valuable heritage which they have derived from their heroic and venerable ancestors.

In acknowledging the receipt of these resolutions, I deem it advisable to forward for your information a copy of the instructions of 16th and 19th instant, to Brevet Brigadier-General Thomas Duncan, commanding District of Nashville, hoping that the good citizens of Ten nessee, having peace and quiet at heart, will take upon themseives the duty of carrying out their resolutions, not only in Nashville, but throughout the State. It so, I have every confidence that riot, disorder, and bloodshed be avoided at the approaching election, and at political meetings.

I am, sirs, very respectfully, your obedient servant, GEORGE H. THOMAS. Major-General U. S. A., Commanding.

The following are the letters of instruction referred to by General Thomas:-HEADQUARTERS DEPARTMENT OF THE CUMBER-LAND, Office of Assistant Adjutant-General, Louisville, Ky., July 16, 1867.—Brevet Briga-dier-General Thomas Duucan, Commanding District of Nashville, Nashville, Tenn.—General:

As there is some doubt in the minds of officers commanding posts and detachments in the State of Tennessee, as to their duties in reference to the approaching election, the Major-General Commanding directs me to furnish you with the

following instructions on that subject:-It is not the duty of officers commanding troops to see to the enforcing of the laws of Tennessee except when called upon by the proper civil authorities. In the matter of enforcing the Franchise law, upon which in a great measure depends the result of the election in Tennessee, the troops should not approach the polls, or in any way interfere with the elec-tion, except upon orders from these headquarters, issued upon application of the Governor Mayor of a city, or other civil officers, to General Thomas. The officers in command will, however, at all times, assume the right, and consider it their duty to suppress riot and prevent

As there will probably be more danger of riots on election day, and at political meetings, than at other times, it would be well that the troops be kept in hand at their quarters on such days, for the two reasons that there may be no charges against them of interference with the election or political affairs, and that they may be in readiness to suppress riot.

Whenever the troops do move to the assistance of the civil authorities, it should be for the purpose of seeing that no persons interfere with the officers of the law to prevent them from the proper exercise of their offices, and not for the purpose of making arrests; neither will officers in command allow themselvss to be made the custodians of prisoners after arrest, except when the civil officers making the arrest declare themselves unable to retain the prisoners in custody; when the officer in command of the troops will take measures to prevent their escape for a short time while the civil authorities make

preparations to secure them.
Should there be reasons why the military should, in the opinion of the commanding officer of the troops, retain custody of prisoners for a longer time than that contemplated in these instructions, the case will be reported through the proper channel to these headquarters, and instructions asked.

Very respectfully, your obedient servant, Wm. D. WHIPPLE, Brevet Maj.-Gen. U. S. A., Ass't Adjt.-Gen.

HEADQUARTERS DEPARTMENT OF THE CUMBER-LAND, OFFICE OF THE ASSISTANT ADJUTANT-GENE- | gards variety."

RAL, LOUISVILLE, KY., July 19, 1867.—Brevet Brigadier-General Thomas Duncan, Command-ing District of Nashville, Nashville, Tennesce— General:—In addition to the instructions con-tained in letter from these headquarters, of the 16th instant, the Major-General commanding the Department directs me to add that you will consider the militia of the State of Tenpessee, called out under the act of the Legislature passed last winter, as among the regularly constituted authorities of the State.

Very respectfully, your obedient servant, WILLIAM D. WHIPPLS, Brev't Maj. Gen. U. S. A., Ass't Adj. Gen.

HELPING TO EDIT.

A Stranger Wants to Work His Way-He Tries His Hand on the Weather-The Result.

BY "GRIS."

A stranger came into our sanctum this morning, a well-meaning, innocent looking in-dividual, who stated that he was detained in town a few hours, and wanted to while away his time by reading the newspapers. He said, although he was poor, he didn't believe in getting something for nothing. "I can't pay money," he said, with touching melancholy, "in return for discommoding you and for the privilege of looking over your exchanges; but if there is any way in which I can recompense you-work my way, as it were-I will cheer-

We told him he was welcome to read the papers; but he sturdily insisted upon doing something for us in return, and said, unless he could do it, he should be reluctantly compelled to bid us a very good morning.

"Now," said this singular stranger, "if I could sweep out your office, or split kindling wood for you, or help you edit -

A thought struck us. We were shorthanded, and the weather had produced its naturally languid effect upon us, so that we felt a repugnance to labor—besides, here was independence in poverty, which we admired. We then told him he might assist us in "editing," and suggested that he give us an article upon the present hot weather. His face brightened up at once, and borrowing a lead pencil of us (his landlord, he said, had taken his for his board), he sat down to the task. We advised him lay off his coat, which was buttoned up to the throat, and woollen, in-tended originally for the winter months; although thin enough for the equator—at the elbows—but he declined with such precipitation that we fear the poor fellow hadn't any shirt on. He said he never "edited" before, but he knew he could do it.

After several hours of sweltering toil, during which he fainted a number of times from the heat, and was revived by the office boy (who believed him to be an impostor) going to the head of the concern and "blowing" on him, he produced the following article on the weather. We give it as he wrote it, merely taking the liberty of inserting a few explanatory sentences in parenthesis:-

HOT WEATHER. Hot weather is owing in a measure to the great number of thermometers that are manuactured at this season of the year. If we didn't have so many thermometers it wouldn't be so hot, leastwise we wouldn't notice it so much. I know a man who thought the weather was cool and salubrious until, in an evil hour, he listened to the solicitations of his daughters, who were getting stuck up, and wanted a thermometer, and so he bought one. The next day he had a sunstroke. Thermometers ought to be abolished by act of Congress. Look at the Arctic regions. The Arctics don't have any thermometers. What's the consequence? They don't have any hot weather. (Drowsy with the heat, the able writer had to be aroused with a heavy

blow from a fan.) Hot weather occurs in the summer for the most part, except in sections where they don't have any, and then it comes in the winte principal productions are Fourth of July, wilted collars, lemonade, sunstroke, ice-cream, bowel complaint, watermelons, awnings, linen coats, hydrophobia, bathing-tubs, straw hats, perspiration, watering places, sun umbrellas, mint juleps, steamboat excursions, long days, hot nights, street sprinklers, beer gardens, dullness in trade, heavy washing bills, low water, depression of spirits, mosquitoes, and the closing of the schools. (He went to sleep again, but was revived by drenching him with several buckets of water. Arousing himself with a tremendous effort, he began once

Hot weather is a very old institution, old as the world, nearly. Adam and Eve stayed in the Garden of Eden until it got too hot to hold them, and they were dressed for a warm latitude, too, according to all reports. Eve gets the credit for it. Many wives seem to inherit that unhappy temperament, and make their homes too hot to hold their lords. (We suspect that the unhappy stranger is suffering from 'hot weather' at home, hence his wanderings. We order an application of warm

ice to his head, and he proceeds.) It is easy enough to write about hot weather when there are others to whom these things of which the heat at the same time. (The excessive heat is affecting his reason. He must wind up soon.) How singular it is that folks don't keep cool! What is winter for except to allow people to get cool, but with the improvidence of the race they won't keep it. I am like all the rest. There has been a coolness existing between myself and all my relations for months, but it's no use here. I find it oozing out in perspiration-I feel as if I was standing on thermometers sixty feet highhot weather, as I said before—I'm baking
—oh, that I was a windmill—when I say that hot weather, of which-I'm broiled-I'm almost cooked-hot wea- ---I'm

The rash and unfortunate stranger, whose honorable instincts would not permit him to receive something for nothing, and who wanted to "work his way," and who rashly attempted to write an article on hot weather, with the thermometer at its present high standing in society, became utterly prostrated at this point, and was laid away in a back room until he recovers and is identified. Any friends of his can have him by calling at this office, proving property and paying for this notice. - Cincinnati Times.

HOTEL CHARGES IN PARIS .- The Paris corespondent of the London Post says:- "A number of exaggerated reports are constantly appearing as to the cost of visiting the great Exhibition. No doubt hotel charges of the superior establishments are still considerably igher than in ordinary times, but even firstrate hotels have reduced their original pretensions. So far as the more humble inns and lodging-houses are concerned, the advance of prices is now comparatively insignificant. There are in Paris several comfortable hotels which give the traveller a bedroom, breakfast, and dinner at from 10s. to 12s. per day. Bedrooms may be obtained at 4f., 5f., and 6f. a night. A breakfast may be had in many of the establishments of the Palais Royal for lf. 50c., including fresh meat, half a bottle of wine, and bread. These establishments charge 2f. 50c. for such a dinner as could not be had in London for double that price, as re-

SHIPPING

SPECIAL NOTICE. NI EAMSHIP TIOGA FOR NEW ORLEANS SATURDAY, AUGUST 3.

Freight now being received at Second Wharf below SPRUCE Street. Through Bills of Lading signed to Guit Ports, and all points on the Mississippi river, at low rates. Goods for St. Louis, and points below, should be consigned to the Agent of the Atlantic and Mississippi Steamship Co., New Orleans.

For Bills of Lading and information apply to WM. L. JAMES, General Agent, Phila. and Southern M. S. M. Co., No. 314 South DELAWARE Avanua.

STEAM TO LIVERPOOL-CALL ing at Queenstown.—The Imman Line, saling semi-weekly, carrying the United States Malia. RETURN TICKETS TO PARUS AND BACK, FIRST EDINBURGH. Wednesday, July 31 CITY OF BOSTON Saturday, August 10 CITY OF BALTIMORE. Saturday, August 10 CITY OF WASHINGTON Wednesday, August 10 CITY OF WASHINGTON Wednesday, August 10 CITY OF WASHINGTON Wednesday, August 17 And Saturday August 17 CITY OF LONDON. Saturday, August 17 CITY OF LONDON.

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES,
DRAFTSAVAILABLETHROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES,
FOR PASSAGE TO AND FROM
BREIGHIST STORY
IN THE STORY OF THE STORY For particulars apply to
TAPSOTTS, BROTHERS & CO.,
No. 55 SOUTH Street, and No. 22 BROADWAY,
11 Or to THOS. T. SEARLE, No. 217 WALNUT St

PHILABELPHIA RICHMOND
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST.
THROUGH RECEIPTS TO NEWBERN.
Also, all points in North and South Carolina, via
Seaboard and Roanoke Rallroad, and to Lynchburg
Va., Tennessee, and the West, via Norfolk, Petersburg, South-Side Rallroad, and Richmond and Dan
ville Rallroad. ville Railroad.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates, and leave regularly from first wharf above Market street.
Freight received daily.
WM. P. CLYDE & CO.
No. 14 North and bouth Wharves.
W. P. PORTER, Agent at Richmond and City

T. P. CROWELL & CO. Agents at Norfolk. 61

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE,
FOR NEW OBLEANS, LA.
STAROFTHE UNION, 1075 tons, Capt. T. N. Cooksey
JUNIATA, 1215 tons, Captain P. F. Hoxie,
TIGGA, 1075 tons, Captain J. F. Morse,
Will leave this port every two weeks alternately,
touching at Havana returning, for freight and passengers.

The TIOGA will leave for New Orleans on SATUR-DAY, August 3, at 8 o'clock A. M., from Pier No. 18 (second whari by Spruce street).

The STAR OF THE UNION will leave New Orleans for this port July 26. The STAR OF THE UNION will leave New Orleans for this port July 20.

Through bills of lading signed for freight to Mobile, Gaiveston, Natches, Vicksburg, Memphis, Nasuva e. Cairo, St. Louis, Louisville, and Cincinnati.

WILLIAM L. JAMES, General Agent, Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-FANY'S REGULAR LINE
FOR SAVANNAH, GA.
TONAWANDA, 800 tons, Captain Wm. Jennings, WYOMING, 850 tons, Captain Jacob Teal, The steamship TONAWANDA will leave for the above port on Saturday, August 3, at 8 o'clock A. M., from second wharf below Spruce street.
Through passage tickets soid and freight taken for all points in connection with the Georgia Central Hallroad.
WILLIAM L. JAMES, General Agent, No. 314 S. Delaware avenue, Agents at Savannah, Hunter & Gammell, [41]

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMFANY'S REGULAR SEMI-MONTHLY LINE
FOR WILLIAM SEMI-MONTHLY LINE
FOR WILLIAM SEMI-MONTHLY LINE
FOR WILLIAM SEMI-MONTHLY LINE
FOR WILLIAM LINE
Bills o liading syned at through and reduced rates
to all principal points in North Carolina.
Agents at Wilmington, Worth & Daniel.
WILLIAM L. JAMES, General Agent,
No. 314 S. Delaware avenue.

HAVANA STEAMERS. SEMI-MONTHLY LINE, CARRYING THE UNITED STATES MAIL.

For Freight or Passage apply to THOMAS WATTSON & SONS, 518 No. 140 N. DELAWARE Avenu

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville Dalton, and the Southwest. Steamers leave regularly from the first wharf above larket street.

WM. P. CLYDE & CO.,

No. 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetown.

M. ELDRIDGE & Co., Agents at Alexandria, Officia.

OPPOSITION TO MONO-POLY, DAILY LINE FOR BALTI-MORE, via Chesspeake and Dela-Allores, via Casal.

And Casal.

Philadelphia and Baltimore Union Steamboat Comany, daily at 20 clock P. M.

The Steamers of this line are now plying regularly
stween this port and Baltimore, leaving the second
wharf below Arch street daily at 2 o'clock P. M.
Sundays excepted).

Carying all description of Freight as low as any
other line. ther line.
Freight bandled with great care, delivered cromptly, and forwarded to all points beyond the criminus free of commission.
Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages,

for further information, apply to
JOHA D. RUOFF, Agent,
516 No. 18 N. DELAWARE Avenue. FOR NEW YORK, VIA DELA-ware and Itaritan Canal.

Express Steamboat Company Steam Pro-pellers leave Daily from first whart below Market street. Through in twenty-four hours. Goods for-warded to all points, North, East and West, freed, commission.

Freights received at the lowest rates,
WM. P. CLYDE & CO., Agents,
No. 1s South Wharves,
No. 1et Wall street, New York,

1 tf

FOR NEW YORK. -SWIFTSURE Transportation Company Despatch and Swiftsurs Lines, via Deiaware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken upon accommodating terms, apply to WILLIAM M. BAIRD & OS., 111 No. 122 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS. TO SHIP CAPTAINS AND OWNERS,

The undersigned having ressed the K.E.

SINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those naving vessels to be raised or repaired, and being a practical
ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.
Captains or Agents, Ship-Carpenters, and Machinata
saving vessels to repair, are solicited to call.
Having the agency for the sale of "Westersteat a
Patent Metallic Composition" for Copper paint for
the preservation of vessels bottoms, for this city, i am
prepared to furnish the same on reasonable terms.
JOHN H. HAMMITT
Kensington Screw Dock,
1 11 DELAWARE Avenue, above Laurel stret.

DRIVY WELLS-OWNERS OF PROPERTY-The only place to get Privy Wells steamed and districted at very low prices.

A. PEYSON,
Bianufacturer of Prodretts,
101 GOLDSMITH'S HALL, LIERARY Street,

DESCRIPTION OF PERSONS ASSESSED.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING REFECT JUNE 2, 1867, The trains of the Pennsylvania Central Railroad leave the Dopot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesquare of the Walnut Streets Railway run within one square of it. on Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

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

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 501 Cheanut street, or No. 1 South Eleventh street, will receive attention.

Mail Train

Mail Train

Paoli Accommodation, No. 1 10:00 A. M.
Fast Line and Eric Express 12:10 P. M.
Paoli Accommodation, No. 2 12:10 P. M.
Paoli Accommodation, No. 2 10:00 P. M.
Harrisburg Accommodation 23:0 P. M.
Lancaster Accommodation 400 P. M.
Parkesburg Train 5-30 P. M.
Cincipnati Express 7-30 P. M.
Cincipnati Express 7-30 P. M.
Paoli Accommodation, No. 3 900 P. M.
Paoli Accommodation, No. 3 900 P. M.
Paoli Accommodation, No. 3 900 P. M.
Eric Mail leaves daily, except Saturday,
Philadelphia Express 11:15 P. M.
Eric Mail leaves daily, except Saturday,
The Western Accommodation Train runs daily, except Sunday,
The Western Accommodation Train runs daily, except Sunday, For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 137 DOCK Street
TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinpati Express 1-115 A. M.
Philadelphia Express 1-115 A. M.

li Accommodation. No. 1.... Parkenburg Train
Lancaster Train
Fast Line and Erie Express
Paol Accommodation, No. 2
Day Express
Paol Accommodation, No. 3

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa. 4 29

water, Riverside, Riverton, and Palmyra, At 5 and 10 A. M., I. 4, 6, and 11:50 P. M., for Fish The 1 and 11'20 P. M. Lines leave from Market Street Ferry, upper side, LINES FROM KENSINGTON DEPOT

Will leave as follows:— At II A, M., 439 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines, Fare, \$3. A18, 10 15 and 11 A. M., 2 30, 3 30, 4 30, 5, and 12 P. M., for Trenten and Bristol, At 8 and 10 15 A. M., 230, 5, and 12 P. M., for Morris-ville and Tullytown. Hie and Tullytown. At 8 and 10 15 A. M., 2 30, 4 30, 5, and 12 P. M., for Schencks.
At 1915 A. M., 230 and 5 P. M., for Eddington.
At 7:30 and 1915 A. M., 230, 4, 5, 6, and 12 P. M., for
Cornwell's. Torresdale, Holmesburg, Tacony, Wissi
noming, Bridesburg, and Frankford, and at 8 P. M.
for Holmesburg and intermediate stations.
BELVIDERE DELAWARE RAILROAD LINES,

At 8 A. M. for Niagara Falls, Buffslo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Strondsburg, Water Gap, etc. etc.
At 8 A. M. and 330 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 Stations.

Lines from West Philadelphia Depot, via Connecting Hallway, will leave as follows:

At 170 A. M., and 170 and 670 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25.

The 170 A. M. and 670 P. M. Lines will run daily. All others, Sundays excepted.

July 15, 1867. WM. H. GATZMER, Agent.

July 15, 1867. WM. H. GATZMER, Agent.

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

Commencing SATURDAY, July 13, 1867.

9-06 A. M. Morning Mail. Due 12:25 P. M.

3-06 P. M. Cape May, Passenger, Due 7:15 P. M.

4-06 P. M. Express, Due 7:05 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6-86 A. M. Morning Mail. Due 19:07 A. M.

5-66 P. M. Cape May Express, Due 12:07 P. M.

5-66 P. M. Cape May Express, Due 8:25 P. M.

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

Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J.

Through tickets at the Office can have their baggage checked at their residences.

WEST JERSEY HALLROAD LINES, M EST JERSEY RAILROAD LINES,
from foot of MARKET Bireet (Upper werry),
Commencing SATURDAY, July 13, 1867.
Selo A. M. Morning Mail, for Bridgeton, Salem.
Selo A. M. Cape May Morning Mail,
1869 P. M. Cape May Accommodation.
1869 P. M. Bridgeton and Salem Passenger,
1869 P. M. Cape May Express.
1869 P. M. Woodbury Accommodation.
Cape May Freight leaves Camden at 929 A. M.,
West Jersey Freight Train leaves Camden at 12 M.
(noon).

(noon).
Freight will be received at Second Covered Wharibelow Walnut street, from 740 A. M. until 540 P. M. Freight received before 9400 A. M. will go forward the same day.
Freight Delivery, No. 228 S. DELAWARE Avenue
7 2 tf WHLLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,
On and after Wednesday, May 1, 1887.
FOR GERMANTOWN.
Leave Philadelplane, 7, 8, 905, 10, 11, 12 A. M. 1,
31, 52, 4, 5, 53, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 8, 7, 73, 8, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 35, 6, 63, 7, 8, 8, 10, 11 P. M.
The 870 Down Train and 33, and 55, Up Trains will
put stop on the Germantown Branch.

The see bown Trains and say and say Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
Leave Germantown say A. M. 1, 6, 9% P. M.
CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 9
and H P. M.
Leave Chesnut Hill 7:10, 8, 9:40, and H 40 A. M. 1 %
340, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.

Leave Philadelphia 9% A. M. 2 and 7 P. M.
Leave Chesnut Hill 7:50 A. M. 12:40, 5:40, and 9:28
P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 7%, 8, and 11 to A. M. 1%, 8
48, 65, 69, 696, and 11% P. M.
Leave Norristown 5 to 7, 700, 9, and 11 A. M. 1%, 8
48, 62, and 52 P. M.
ON SUNDAYS,
Leave Philadelphia 3 A. M. 230 and 7 is P. M.
Leave Norristown 7 A. M., 530 and 9 P. M.
Leave Philadelphia 6, 7%, 9, and 11% A. M. 1%, 3
40, 55, 69, 800, 9%, and 11% P. M.
Leave Manyunk 6 io, 7%, 8 20, 9%, and 11% A. M. 2
301, 5, 6%, 9, and 10% P. M.
ON SUNDAYS,
Leave Philadelphia 9, 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.
Denot. NINTH and GREEN Streets,

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

tilanic Accommodation 3-18 P. M. 3-18 P. M. 4-40 P. M. 4-40 P. M. 4-50 P. M. M. M. 4-50 P. M. 4-5 Freight 1140 A. M.
Express (torough in two hours) 768 A. M.
Accommodation 545 A. M.
Accommodation to Jackson and intermediate Stations leaves Vine street 550 P. M.
Returning leaves Jackson 500 P. M.
Returning leaves Jackson 500 A. M.
HADDONFIELD ACCOMMODATION TRAINS
HADDONFIELD ACCOMMODATION TRAINS
Leave Vine street at 100 A. M., 200 P. M.
Leave Haddonfield at 100 P. M., 315 P. M.
SUNDAY MAIL TRAIN TO ATLANTIC CITY
Leaves Vine street at 720 A. M., and Atlantic at 100 P. M.

SUNDAY MALLANDS VIDE atreet at 750 A. M., and Atlantic at 460 P. M. Atlantic \$2. Round Trip Tickets, good Fare to Atlantic \$2. Round Trip Tickets, good only for the day and train on which they are issued, \$3, only for the day and train on which they are issued, \$3, only for the day and train on which they are issued, \$3, only for the Philadelphia Local Express Company, No. 225 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cuttage at Atlantic City.

By H. MUNDY, Again.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD,

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Betbichem. Allentown, Manch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

SUMMER ARRANGEMENT.

On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—A1748 A. M.—Morning Express for Bethiehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethiehem with Lehigh Valley Hallroad, wilkesbarre, Kingston, Pitiston, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Ropert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Irain, passing Bethiehem at 11955 P. M., for Esaton, and points on New Jersey Central Railroad to New York.

At 8 48 A. M.—Accommodation for Doylestown, Moppenson

York.
At \$'45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartaville, by this train, take the stage at 61d York road.
At 10'15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations,
At 128 P. M.—Express for Bethiehem, Allentown Mauch Chunk, White Haven, Wikeebarre, Mahanoy City, Centralia, Shenandonh, Mount Carmel, and all polits in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown. Passengers for Greenville take this train to Quakertown.

At 248 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations, Passengers take
stage at Doylestown for New Hope; at North Wales
for Sumbeytown.

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

At 320 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh
Valley Evening train for Easton, Allentown, and
Mauch Chunk.

At 920 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1128 P. M.—Accommodation for Fort Washlugton.

Ington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlebem, at 9-15 A. M., 2-05 and 8-40 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.
Pressengers leave Wilkesbarre at 1-20 P. M., connect
at Bethlebem at 6-15 P. M., and arrive in Philadelphis
at 8-40 P. M.

Prissengers leave Wilkesbarre at 130 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 P. M., and 7'40 P. M.

From Lansdale at 7'30 A. M.

Philadelphia for Bethlehem at 9'30 A. M.

Philadelphia for Bethlehem at 9'30 A. M.

Philadelphia for Doylestown at 2'45 P. M.

Doylestown to Philadelphia at 7'30 A. M.

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 progured 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 Express Office,

No. 105 S. FIFTH Street.

No. 165 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
BUMMER ARRANGEMENT.
On and atter MONDAY, June 24, 1867, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M., 230 P. M., 435 P. M., 450 P. M., 700 P. M., and
10 38 P. M.
Leave West Chester for Philadelphia, from Depot
on hast Market street, at 6:15 A. M., 715 A. M., 730
and 10 35 C. M., 135 P. M., 450 and 650 P. M.
Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junotion and Media only.
Passengers to or from stations between West Chester and B. C. Junction.
Leave Media for Philadelphia at 450 P. M., and
transfer at B. C. Junction.
Leave Philadelphia for Media at 5:20 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 list car connecting with each train leaving
Front and Market streets thirty minutes previous to
dec arture.
The Chesnut and Walnut Street cars connect with

Front and Market streets thirty minutes previous to detarture.

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

ON SUNDAYS.

Leave Philadelphia at 8'40 A. M. and 2 P. M.
Leave West Chester at 7'45 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.

Trains leaving Philadelphia at 7'15 A. M. and 4'50 P. M., and leaving West Chester at 7'20 A. M., and 4'50 P. Trains leaving Philadelphia at 715 A. M. and 450 P. M., and leaving West Chester at 750 A. M. and 450 P. M., connectat B. C. Junction with trains on P. and B. C. R. H., for Oxford and intermediate points.

Passengers are 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 is made for the same.

HENRY WOOD,

General Superintendent.

DHILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE.
Through and direct route between Philadelphia, Pallimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.
Liligan's Bleeping Cars on all Night Trains, On and all r MONDAY, April 19, 1867, the trains on the Philadelphia and Eric Italiroad will run as

Misor Train leaves Phiradelphis...

leaves Williamspor...

arrives at Erie...

Erie Express leaves Philadelphis...

leaves Williamsport...

arrives at Erie...

leaves Philadelphis...

leaves Philadelphis...

leaves Williamsport...

arrives at Lock Haven...

Expressed... . 645 P. M. . 810 P. M.

DHILADELPHIA AND BALTIMORE CEN-That Ballhoad, Summer Arrangements On and alter SaTURDAY, June 1, 1867, Trains will eave Philadelphia, from the Deput of the West

on and siter SATURDAY, June 1, 1867, Trains will save Philindephila, from the Depot of the West Chester and Philadelphila Railroad, corner of THIRTY-FIRST and CHESN CT Streets (West Philadelphila), at 710 A. M. and 4% P.M.

Leave Rhing Sun at 5' 15 and Oxford at 5'05 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 Rhing Sun a 11'15 A. M., Oxford at 12'00 M., and Keenett at 1'00 P. M., connecting at West Chester Junction with a Train for Philadelphila. On Wednesdays and Saturdays trains leave Philadelphila at 2'30 P. M., run ing through to Oxford.

The Train leaving Philadelphila at 1'15 A. M. concects at Oxford with a daily line of Stages for Peach Pottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphils.

The Train leaving Philadelphils at 4'50 P. M., runs to Rising Sun, Md.

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

5 112 HENRY WOOD, General Sup't. ANNAMESSIC SHORT LINE

AND United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Phila-delphia, Wilmington, and Baltimore Ratiroad. BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsvoro, Newbern, Charleston, Savannan, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Monile, Columbia, Macon, Augusta, Montgomery, Montle, New Orleans, and intermediate points, For tickets and information inquire at Offices, Nos. II and 838 CHICS NUT Street, or at Depot, BROAD Street and WASHINGTON Avenue. [713m] H. V. TOMPKINS, General Agent Norfolk, Va. C. I. TROWERIDGE, General Passenger Agent.

WEST JERSEY RAILROAD. Commescing SUN DAY, June 23, 1867, the SUN DAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, foot of Market sirect (upper farry), at 7 A. M.
principal Stations only,
Fare, 8703, Excursion Tickets, 8405, Good this day
and train only. WILLIAM J. SEWELL.

RAILROAD LINES.

READING RAILROAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLIAND, AND WYOMING
VALLEYS, THE NORTH, RORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1867,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours:

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

MORNING ACCOMMODATION,

At 730 A. M., for Reading and intermediate Stations, Beturning, leaves Reading at 636 P. M., arriving in Philadelphia at 816 P. M.

MORNING EXPRESS,

At 816 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sunburg, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagurstown, etc. etc.

This train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Haliroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

berland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS
Leaves Philadelphia at 3:30 P. M., for Reading
Pottsville, Harrisburg, etc., connecting with Reading
and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION
Leaves Poustown at 5:30 A. M., stopping at intermediate Stations; arrives in Philadelphia at 8:40 A. M.
Returning, leaves Philadelphia at 6:30 P. M.; arrives
in Pottstown at 8:45 P. M.

READING ACCOMMODATION

Leaves Reading at 7:30 A. M., stopping at all way
stations, arriving at Philadelphia at 10:16 A. M.
Returning, leaves Philadelphia at 10:16 A. M.
Returning, leaves Philadelphia at 10:16 A. M.
Returning, leaves Philadelphia at 5:00 P. M.; arrives
b Reading at 7:45 P. M.

Trains for Philadelphia leave Harrisburg at 8:16 A.
M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1:06 P. M. Afternoon trains leave Harrisburg
delphia at 8:45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7:15 A. M., and Harrisburg at
4:10 P. M. Counseling at 8:200 P. M., arriving in Philadelphia at 8:45 P. M.

HARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Atternoon Accommodation south at 8:30 P. M., arriving in Philadelphia at 19:45 noon for Pottaville and all way stations. Leaves Pottavilleat 7:00 A. M. for Philadelphia and all way stations. Leaves Pottavilleat 7:00 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 8:00 A. M., and Philadelphia at 3:11 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:28 P. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Reading at 500 A. M., returning from Reading at 428 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 720 A. M., and 500 P. M. trains from Philadelphia, returning from Downingtown at 610 A. M. and 100 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST

Leaves New York at 2 A. M., and 5 and 8 P. M. passing Reading at 100 A. M and 150 and 1006 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 3 and 845 A. M. and 9 P. M., passing Reading at 44 and 6 20 A. M., and 420 and 1115 P. M., and arriving in New York at 1010 A. M., and 420 and 6 20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 216 P. M., Mail train for New York leaves Harrisburg at 216 P. M., Mail train for New York leaves Harrisburg at 216 P. M., Schuylkill And Suguethanna Railroad.

Schuylkill Valley Railroad.

Schuylkill Valley Railroad.

Trains leave Pottsville at 7 and 11 20 A. M., and 715 P. M., returning from Tamaqua at 735 A. M. and 140 and 415 P. M.

Schuylkill And Susquethanna Railroad.

Trains leave Anburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 220 P. M., and from Tremont at 735 A. M. and 525 P. M.

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

Excursion tickets from Philadelphia to Reading and intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLIS, General Superintendent, Reading and intermediates and firms.

MILEAGE TICKETS.

Good for 2000 miles between all points, \$250 each for

BEASON TICKETS,
For three, six, nine, or twelve mouths, 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

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 5:20 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points forward.

MAILS

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

TABLE ADEL PHIA. WILMINGTON AND BALS

PHILADELPHIA, WILMINGTON AND BAL-

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, July 8, 1887, Trains will
leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
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 310 P. M. (Sundays excepted) for
Baltimore and Washington.

Express Train at 310 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's, and Stemmer's Rain.

Night Express at 1708 P. M. (daily) for Baltimore and
Washington. Connects at Wilmington (Saturdays
excepted) with Delaware Railroad Line, stopping at
Newcastle, Middletown, Clayton, Dover, Harrington, Sentord, Satisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Mouroe, Norfolk, Portsacouth, and the South.

Fassengers for Fortress Mouroe and Norfolk via
Baltimore will take the 1150 A. M. Train. Via Crisfield will take the 1150 A. M. Train. Via Crisfield will take the 1150 P. M. (Taxins)

Stopping at all Stations between Philadelphia and
Wilmington.

Leave Philadelphia at 1230, 200, 430, 630, and 1130

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:30, 2:30, 4:30, 6:30, and 11:30 (cally) P. M. The 4:30 P. M. Train connects with belowers Railroad for Milford and intermediate stations. The crop. P. M. Train rons to New Castle.

Leave Wilmington 8:30, 7:15 and 8 A. M., 4:30 and 8:3 (antily) P. M. The 7:15 A. M., Train will not stop at stations between Clester and Philadelphia.

FROM BALTINORE TO PHILADELPHIA.

Leave Baltimore 5 A. M., Way Mall. 9:35 A. M., Express, 2:15 P. Express, 6:25 P. M., Express, 8:15 P. M., Express, 8:25 P. M., Express, 8:35 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Elition, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 252 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.

H. F. KENNEY, Superintendent.

TO PERSONS GOING OUT OF TOWN.

CALL AT SHITH'S. NO. 328 CHESSUT STREET

And supply yourselves with STATIONERY PORTFOLIOS, TOURISTS' WRITING DESES, DRESSING CASES,

CHESSEN, All kinds of Blank Books, Printing, Stationery Pocket Books, Pocket Cutlery, etc cic, at very

greatly reduced prices. FITLER, WEAVER & CO., MANUFACTURERS OF Manilla and Tarred Cordage, Cords

Twines, Etc. No. 28 North WATER Street, and No. 22 North DELAWARE Avenue, PHILADELPHIA. EDWIN H. FIYLES, MICHAEL WRAVER, CONHAD P CLOTHIES. 216

COTTON AND FLAX,

SAIL DUCK AND CANVAS,

Of all numbers and brands.

Test Awning, Trunk, and Wagon Cover Duck. Also,

Paper Masanacturers' Drier Felm, from one to sev en
foot wide; Faning, Belling, Ball Twine, etc.

JOHN W. EVERMAN & CO.,

No. 103 JONES Alley.