The Annual Pilgrimage to Mecca. The return of the pilgrims to Mecca from Suez was effected towards the close of June. From April 27 to June 6 the ships of the Egyptian Company brought to Suez 6877 pilgrims; 800 reached the city via the land route, and the grand caravan from Tapiz, numbering 3506 souls, was expected. Despite the crowded condition of the vessels, and the exhaustion of the pilgrims, few deaths occurred. Sunstrokes, dysentery, and the fatigues of the journey made some victims among the overland pilgrims, but taking into consideration the extent of the journey, and the utter destitution of the peripatetic fatalists who cross the desert unprovided with tents or shelter of any kind, and almost without bread or water, the mortality was triding. On their arrival at Suez, the pilgrims who came by sea were quarantined for five days within a few miles of the city. Although measures had been taken to provide for their sustenance, the crowd was large, and the facilities for transportation between the city and the quarantine so limited, that the pilgrims were without water for forty-eight hours. Tents had been sent them to shelter the unfortunates from the burning sun, but ere they reached the quarantine many had been overcome by the heat. During the sojourn of the visitors at quarantine, there occurred ten deaths. Of the loss of life incurred by the caravans no exact estimate could be obtained. Currency and the National Banks.

The following list embraces some of the suspensions and failures of National Banks since

March 2.—The National Bank of Newton, Mass., failed with liabilities amounting to \$110,000.

March 2.—The National Bank of Hudson, N. Y., discovered an embezziement by the cashier to the amount of \$50,000. The concern revived after several weeks' suspension, and resumed March 4.-First National Bank of Medina, Mo. falled with liabilities of \$82,000.

March 4.—The Mechanics' National Bank of

Baltimore broke down from the effects of a series of defalcations, carried on for a long time by two officers of the institution.

July 25.—The Weedsport (Cayuga county)
National Bank closed doors, its liabilities being

July 26 .- The National Bank of Unadilla, Otsego county, fatled, its liabilities being \$200 000. July 27.—The Pequonnock National Bank of Bridgeport, Connecticut suspended business, and offered a reward of \$500 for the fugitive cashier, W. Hamilton Barnum, who absconded with \$50,000.

In the above brief statement the reasons for the difficulties of the National Banks in question are too lamentably obvious to need further comment.—N. Y. World.

THE LONDON POST OFFICE. - Several changes are contemplated at the post office in London. Many of the superior clerks in the departments have had offered to them the option of retirement, with an additional ten years of service by way of superannuation. It is said that more economical arrangements could then be made, though, of course, for some years, while the annuitants live, the cost to the country would

INSURANCE COMPANIES.

## INSURANCE COMPANY

NORTH AMERICA. OFFICE, No. 282 WALNUTST., PHILADELPHIA

INCORPORATED 1794. CHARTER PERPETUAL CAPITAL, \$500,000. ANNEXS, JANUARY 8, 1867, \$1,763,267-31

INSURES MARINE, INLAND TRANSPOR TATION AND FILE RISKS.

Arthur G. Coffin,
Samuel W. Jones,
John A. Brown,
Charles Taylor,
Ambrose White,
Richard D. Wood,
William Welsh,
S. Morris Wain,
John Mason,
ARTHUR G. COFFIN, President,
Charles Platt, Secretary.

CHARLES PLATT, Secretary.
WILLIAM BUEHLER, Harrisburg, Pa., Centra
Agent for the State of Pennsylvania. 1 255

### ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PRACTICAL AND THEORETICAL ENGINEERS.
MACHINISTS, BOILER - MAKERS, BLACK-SMITHS, and FOUNDERS, having for many yeare been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine. are prepared to execute orders with quick despatch.
Every description of pattern-making made at the
shortest notice. High and Low-pressure Fine,
Tubular, and Cylinder Bollers, of the best Pennsylvania charcoal iron. Forgings of all dises and kinds;
Iron and Brass Castings of all descriptions; Roll
Turning, Screw Cutting, and all other work connected
with the above business.

Drawings and specifications for all work done Drawings and specifications for all work don at the establishment free of charge, and work guar

anteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in periect safety and are provided with shears, blocks, falls, etc. etc. for raising heavy or light weights.

JACOB C. NEAFIE,

JOHN P. LEVY.

BEACH and PALMER Streets.

BEACH and PALMER Streets,

7. VAUGHAN MERRICK, WILLIAM H. MERRIC

GOUTHWARK FOUNDRY, FIFTH AN

WASHINGTON Streets,
PHILADELPHIA.

ENGINEERS AND MACHINISTS,
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
Mannfacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.

Boilers, Gascometers, Tanks, iron Boats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Works, Workshops, and
Railroad Stations, etc. Railroad Stations, etc.
Reforts and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Detecators, Filters, Pumping En

gines, etc.
Sole Agents for N. Billeux's Patent Sugar Bolling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Wooisey's Patent Centrifugal Sugar
Draining Machine.

BRIDESBURG MACHINE WORKS
OFFICE,
No. 65 N. FRONT STREET, We are prepared to fill orders to any extent for our MACHINERY FOR COTTON AND WOOLLEN Including all recent improvements in Carding, Spinning, and Weaving.

We lovie the attention of manufacturers to our extensive worse, ALFRED JENES & SON,

#### FIRE AND BURGLAR PROOF SAFES

C. L. MAISER.

MANUFACTURER OF

FIRE AND BURGLAR-PROOF SAFES. MOCHEMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, NO. 484 RACE STREET.

A LARGE ASSORTMENT OF FIRE and Burglar-proofs A FES on hand, with inside doors. Dwelling-house Safes, free from dampness. Prices low.

C. HANSEN & DEEL, No. 422 VINE Street,

CEORGE PLOWMAN, CARPENTER AND BUILDER No. 888 CARTER STREET, And No. 141 DOCK Street Machine Work and Millwrighting promptly 111

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSU-Inture of Pennsylvania, 1885. Office, S. E. corner of THIRD and WALNUT Streets

Office, S. E. COPRET OF THIND AND A WALNUT Streets
Polladelphia.

MARINE INSURANCES

vessels, cargo, and freight, to all parts of the world,
INLAND INSURANCES
on goods by river, canal, lake, and land carriage, to
all parts of the Union.
FIRE INSURANCES
on merchapdise generally.
On stores, Dwelling Houses, etc

ABSETS OF THE COMPANY, November 1, 1893, \$199.000 United States a Per Cent. Loan, \$114,000\*00 120,000 United States 6 Per Cent. Loan, 1881.

200,000 United States 7 3-10 Per Cent. Loan, Treasury Notes.

125,000 City of Philadelphia 8 Per Cent. Loan (exempls).

54,000 State of Pennsylvania 8 Per Cent. Loan.

65,000 State of Pennsylvania 5 Per Cent. Loan.

50,000 State of Pennsylvania 5 Per Cent. Loan.

20,000 Pennsylvania Railroad, 181 Mortgage, Six Per Cent. Bonds.

25,000 Pennsylvania Railroad, 2d Mortgage, Six Per Cent. Bonds.

25,000 Western Pennsylvania Railroad.

26,000 Western Pennsylvania Railroad.

50,000 State of Tonnessa Finches. 120,000 United States 6 Per Cent. Loan, 186,500100 211,500 00 126,562.50 44,622500 50,750\*00 20,500 00

24,250 00 20,750'00 18,000\*00 40.00 15,000\*06

(Pennsylvania Raliroad guarantees)

80,000 State of Tennessee Five Per
Cent. Loan

7,000 State of Tennessee Six Per
Cent. Loan

15,000 300 Shares Stock of Germantown Gas Company (principal
and interest guaranteed by
the city of Philadelphia)

7,150 Ha Shares Stock of Pennsylvania Railroad Company

5,000 100 Shares Stock of North Pennsylvania Railroad Company

20,000 80 Shares Stock of Philadelphila and Southern Mall
Steamship Company

195,90 Loant on Bonds and Mortgage.
Ist Liens on City Properly

(45,000 par. Market value. 8,258\*25 2,950'00 20,000°00 195,900-00 #1,045,050 par.

Cost, \$1,030,502'05. Real Estate.
Bills receivable for insurances 36,000.00 38,923\*90 2,930'00 41,540'00

\$1,407,821 56

"This being a new enterprise, the Par is assumed as the market value.
Thomas C. Hand,
ohn C. Davis,
kdmund A. Souder,
Theophilus Pauloing,
John R. Penrose,
Lerose Trescoper, Samuel E. Stokes. Henry Sioan, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, ames Traquair James Traqualr, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph H. Iseal, George G. Lelper, Hugh Craig, John D. Taylor, Jacob Riesal James Traqualr,
Henry C, Dallett, Jr.,
James C. Hand,
William C, Ludwig,
Joseph H, Seal,
George G, Lelper,
Hugh Craig,
John D, Taylor,
Jacob Riegel,
THOMAS C, HAND, President,
HENRY LYLBURN, Secretary.

Edward Lafourcade,
Jacob P, Jones,
Jacob R, Jones B, McFarland,
Johna P, Eyre,
D, T. Morgan,
George W, Bernardou,
George W, Bernardou,
TOHN C, DAVIS, Vice-President,

1829—CHARTER PERPETUAL

#### Franklin Fire Insurance Co. OF PHILADELPHIA.

OFFICE: NOS. 435 AND 437 CHESNUT STREET.

ASSETS ON JANUARY 1, 1867, \$2,553,146.18, Accrued Surplus... ....1,206,482.15 UNSETTLED CLAIMS. \$27,481'18 INCOME FOR 1866, \$325,000, LOSSES PAID SINCE 1829 OVER

\$5,500,000, Perpetual and Temporary Policies on Liberal Terms

DIRECTORS, Charles N. Bancker, George Fales, Tobias Wagner, Alfred Fitter, Tobias Wagner, Francis W. Lewis Peter McCall, Thomas Sparks, Lewis, M. D. George W. Richards Inaac Lea, CHARLES N. BANCKER, President, GEORGE FALES, Vice-President, J. W. MCALLISTER, Secretary pro tem. [31 t1231]

# TAKE A LIFE POLICY

IN THE

BROOKLYN LIFE INSURANCE COMPANY

> OF NEW YORK. OFFICE:

N. E. COP. SEVENTH and CHESNUT.

E. B. COLTON,

GENERAL AGENT. PROVIDENT LIFE AND TRUST COMPANY

PROVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA,
NO. IN South FOURTH Street,
INCORPORATED 3d MONTH 22d, 1865.
CAPITAL, \$150,000, PAID IN.
10 or 20 year Fremiums, Non-forisitore.
Annuities granted on favorable terms.
Term Policies, Children's Endowments.
This Company, while giving the insured the security
of a paid-up Capital, will divide the entire profits of
the Life business among its policy holders.
Moneys received at interest, and paid on demand.
Authorized by charter to execute Trusts, and to act
as Executor or Administrator, Assignee or Guardian,
and in other fiduciary capacities, under appointment
of any Court of this Commonwealth, or any person or
persons, or bodies politic or corporate.
DIRECTORS.
SAMUEL B. SHIPLEY, HENRY HAINES.

persons, or bodies pollic or corporate,

samuel, B. Shipley, HENRY HAINES,
JUSHUA H. MORKIS,
RICHARD WOOD,
RICHARD CADBURY,
CHARLES F. COFFIN.

SAMUEL B. SHIPLEY, ROWLAND PARRY,
WM. C. LONGSTRETH, Vice President,
THOMAS WISTAR, M. D., J. B. TOWNSEND.
7272 Medical Examiner, Legal Advisor,

PIRE INSURANCE EXCLUSIVELY,—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square. This Company, favorably known to the community This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also, on Furniture. Stocks of Goods, and Merchandise generally, on liberal terms.

Their tapital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

hem to offer to the instructions accurate in the case of loss.

Danied Smith, Jr.,
Alexander Benson, Thomas Smith, Isaac Hazieburst, J. Gillingham Fell, Daniel Haddock, Jr.,
DANIEL SMITH, Jr., President, WILLIAM G. CROWELL, Secretary. 3 305

PHENIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1884—CHARTER PERPETUAL.
NO. 224 WALNUT Street, opposite the Exchange.
In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE for liberal terms on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid, been promptly adjusted and paid, been promptly adjusted and paid.
JOHN L. Hodge, M. B. Mahony, John T. Lewis, Henjamin Etting, Henjamin Etting, Hendert W. Leaming, Benjamin Etting, Thomas H. Powers, A. R. McHenry, Edmund Castillon, Louis C. Norris.

JOHN WUCHERER, President.

BAMUEL WILCOX, Becretary.

SHIPPING

SPECIAL NOTICE. STRANSHIP TIOGA FOR NEW ORLEANS SATURDAY, AUGUST 3. Freight now being received at Second Wharf below SPRUCE Street. Through Bills of Lading signed to

Gull Ports, and all points on the Mississippi river, at ow rates. Goods for St. Louis, and points below, should be consigned to the Avent 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. N. Co. No. 314 South DELAWARE Avenue.

STEAM TO LIVERPOOL-CALL

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES,
DRAFTS AVAILABLE THROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES. For particulars apply to
TAPSCOTTS, BROTHERS & CO.,
No. 36 SOUTH Street, and No. 25 BROADWAY,
11 Or to THOS. T. SEABLE, No. 217 WALNUT St

PHILADELPHIA RICHMOND AND NORFOLK STRANSHIP LINE

THROUGH RECEIPTS TO NEWBERN.
Also, all points in North and South Carolina, via Seaboard and Roanoke Railroad, and to Lynchburg Va., Tencessee, and the West, via Norfolk, Petersburg, South-Side Railroad, and Richmond and Dan ville Railroad. ville Railroad.

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

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 South Wharves.

W. P. PORTER, Agent at Richmond and City Point. T. P. CROWELL & CO, Agents at Norfolk. 61

THE PHILADELPHIA AND
PANY'S REGULAR SEMI-MONTHLY LINE,
STAROF THE UNION, 1076 tons, Capit In N. Cooksey
JUNIATA, 1215 tons, Capitain P. F. Hoxie,
TIOGA, 1075 tons, Capitain J. F. Morse,
Will leave this port every two weeks alternately, couching at Havana returning, for freight and passengers. Sengers.
The TIOGA will leave for New Orleans on SATURDAY, August 3, at 8 o'clock A. M., from Pier No. 18 DAY, August 3, at 8 o'clock A. M., from Pier No. 18 (second wharf o' Spruce street).

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

Through bills of lading signed for freight to Mobil e. Salveston, Natchez, Vicksburg, Memphis, Nashyul e. Cairo, St. Louis, Louisville, and Cincinnati.

WILLIAM L. JAMES, General Agent, 414]

Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE.

FOR SAVANAM, GA.

TONAWANDA, 500 tons, Captain Wm. Jenninga, WYOMING, 500 tons, Captain Jacob Teal.

The steamship TONAWANDA will leave for the above port on Saturday, August 3, at 5 o'clock A. M., from second wharfbelow Spruce street.

Through passage tickets sold and freight taken for all points in connection with the Georgia Central Railroad.

WILLIAM L JAMES, General Agent, No. 314 S. Delaware avenue, Agents at Savannah, Hunter & Gammell. [41]

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE FOR WILMINGTON, N. C.
The steamship PIONEER, SI2 tons, Captain J. Ben-

The steamship PIONEER, 512 tons, Capitain J. Bett.
nett, will leave for the above port on THURSDAY,
August 15, at 50 clock A. M., from Pier 18 (second wharf
telow Soroce street).
Bills o Hading signed at through and reduced rates
to all principal points in North Carolina.
Agents at William It. JAMES, General Agent,
412 WILLIAM L. JAMES, General Agent,
A12 No. 314 S. Delaware avenue.

HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL.

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

farket street.
Freight received daily.
WM. P. CLYDE & CO.,
Wo. 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetows.
N. ELDRIBGE & Co., Agents at Alexandris, Va.

OPPOSITION TO MONO-POLY.—DAILY LINE FOR BALTI-MOKE, via Chesapeake and Dela-Philadeiphia and Baltimore Union Steamboat Com-jany, daily at 2 o'clock P. M.

The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. carying all description of Freight as low as any other line.

Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.

Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages.

For further information, apply to

JUHN D. RUOFF, Agent,

516 No. 18 N. DELAWARE Avenue. FOR NEW YORK, VIA DELA-

ware and Raritan Canal.
Express Steamboat Company Steam Propellers leave Daily from first whari below Market
street. Through in twenty-four hours. Goods for
warded to all points, North, East and West, frees; Freights received at the lowest rates.

WM. P. CLYDE & CO., Agents,

No. 14 South Wharves,

JAMES HAND, Agent, No. 104 Wall street, New York, FOR NEW YORK,—SWIFTSURE
Transportation Company Despatch
and Swiftsure Lines, via Delaward
and Baritan Canal, on and after the 18th 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 accommoda-

ting terms, apply to WILLIAM M. BAIRD & CO.,
111 No. 122 S. DELAWARE Avenue. TO SHIP CAPTAINS AND OWNERS,
The undersigned having reased the KEN
stagton Screw Dock, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having 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 Machinists
having vessels to repair, are solicited to call.
Having the agency for the sale of "Westersiedt's
Patent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city, I am
prepared to farnish the same on reasonants terms,
JOHN H. HAAMMITT.
Kenaington Scrow Dock,
1 12 DELAWARE Avenue, above Laurel street.

DRIVY WELLS-OWNERS OF PROPERTY\_ The only place to get Privy Wells cleaned and disinfected at very low prices.

A. PEYSON,

Manufacturer of Pondretts,

8 102 GOLDSMITH'S HALL, LIBBARY Street, RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD UMMER TIME, TAKING EFFECT JUNE 2, 1867 The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one are of it.
are of it.
a Sundays—The Market Street cars leave Front

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.:-oli Accommodation. No. 1..... - 7 00 P. M. - 9 50 P. M. For further information apply to JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT Street, SAMUEL H. WALLACE,

The Pennsylvania Railroad 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, Riverside, Riverton, and Paimyra.
At 5 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Fish

1 and 11'30 P. M. Lines leave from Market Street Ferry, upper side, LINES FROM KENSINGTON DEPOT Will leave as follows:—
At il A, M., 4:30 P, M., and 12 P, M. (night), via Kensington and Jersey City, New York Express Lines, Fare, \$3. At 8, 10 15 and 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., 2 30, 5, and 12 P. M., for Morrisville and Tullytown. At 8 and 10:15 A. M., 2:30, 4:20, 5, and 12 P. M., for

Schences.
At 10 15 A. M., 2 30 and 5 P. M., for Eddington.
At 7 30 and 10 15 A. M., 2 30, 4, 5, 6, and 12 P. M., for
Cornwell's, Torresdale, Holmesburg, Tacony, Wissi
noming, Bridesburg, and Frankford, and at 8 P. M. or Holmesburg and intermediate stations, BELVIDERE DELAWARE RAILROAD LINES, From Kensington Depot,
At § A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandalgua, Elmira, Ithaca, Owego, Rochester,
Binshamion. Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, At S 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 Stations.

Lines from West Philadelphia Depot, via Connecting Hailway, will leave as follows:—
At 17:0 A. M., and 17:0 and 6:30 P. M. Washington and
New York Express Lines, via Jersey City, Fare, §3 25.
The 17:0 A. M. and 6:30 P. M. Lines will run daily. All others, Sundays excepted, July 15, 1867. WM. H. GATZMER, Agent,

POR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).
Commencing SATURDAY, July 11, 1867.
9-06 A. M. Morning Mail. Due 12-25 P. M. 3.00 P.M. Cape May, Passenger, Duc 7:18 P. M.
4.00 P.M. Express, Duc 7:08 P.M.
RETURNING TRAINS LEAVE CAPE ISLAND,
6.20 A.M. Fast Express, Duc 15:07 A.M.
9.00 A.M. Fast Express, Duc 15:07 P. M.
5.00 P.M. Cape May Express, Duc 3:25 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 Complany, 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. ne 7:18 P. M.

WEST JERSEY RAILROAD LINES,

from foot of MARKET Street (Upper Ferry),

Commencing SATURDAY, July 13, 1867.

8'00 A. M. Morning Mail, for Bridgeton, Salem,

Millyflie, Vineland, and intermediate stations.

9'10 A. M. Cape May Morning Mail.

8'00 P. M. Cape May Accommodation.

3'20 P. M. Eridgeton and Salem Passenger,

4'10 P. M. Cape May Express.

6'00 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 9'20 A. M.

West Jersey Freight Train leaves Camden at 12 M.

(noon). (noon).
Freight will be received at Second Covered Wharf
below Walnut street, from 7-00 A. M. until 5-00 P. M.
Freight received before 5-00 A. M. will go forward the ame day. Freight Delivery, No. 228 S. DELAWARE Avenue 7 2 M WILLIAM J. SEWELL, Superintendent,

PHILADELPHIA, GERMANTOWN, ANI

NORRISTOWN RAILROAD.

TIME TABLE,
On and after Weddesday, May 1, 1867.
FOR GERMANTOWN,
Leave Philadelphia 9, 7, 8, 9, 905, 10, 11, 12 A. M. 1, 355, 354, 4, 5, 554, 6 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6, 654, 7, 8, 9, 10, 11 P. M.
The 870 Down Train and 5% and 5% Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 95, A. M. 2, 7, 10% P. M.
Leave Germantown 83, A. M. 1, 6, 95, P. M.
CHESNUT HILL RAILROAD,
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 5%, 5%, 7, 9
and 11 P. M.
Leave Chesnut Hill 710, 8, 9 30, and 11 40 A. M. 1 46, 3 40, 5 40, 6 40, 8 40, and 10 40 P. M.
Leave Chesnut Hill 750 A. M. 2 and 7 P. M.
Leave Chennut Hill 750 A. M. 12 40, 5 40, and 9 22 P. M.
Leave Chennut Hill 750 A. M. 12 40, 5 40, and 9 22 P. M.
LOOK CONSHOHOCKEN AND NORRISTOWN,

FOR CONSHOHOCKEN AND NORBISTOWN,

P.M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 7%, 9, and 11:05 A. M. 1½, 3,
155, 55, 64, 8:05, and 115 P. M.
Leave Norristown 9:40, 7, 7:30, 9, and 11 A. M. 1½, 3,
136, 63, and 8½ P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M., 2:30 and 9 P. M.
Leave Norristown 7 A. M., 5:30 and 9 P. M.
Leave Philadelphia 6, 7½, 9, and 11:05 A. M. 1½, 3,
15, 55, 63, 8:05, 9½, and 11½ P. M.
Leave Philadelphia 6, 7½, 9, and 11:05 A. M. 1½, 3,
15, 5, 63, 9, and 10½ P. M.
Leave Manayunk 6:10, 7½, 8:20, 9½, and 11½ A. M. 2
15%, 5, 5%, 9, and 10½ P. M.
Leave Manayunk 7½ A. M. 6 and 9½ P. M.
Leave Manayunk 7½ A. M. 6 and 9½ P. M.
Leave Manayunk 7½ A. M. 6 and 9½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets,

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC BAILROAD.

THROUGH IN TWO HOURS.

Five Trains daily to Atlantic City, and one on Sun-

Mail. 7-30 A. M.
Freight, with Passenger Car stached. 9 15 A. M.
Express (through in two hours). 2-50 P. M.
Express (through in two hours). 4-15 P. M.
BETURNING—LEAVES ATLANTIC.
Special Excursion. 5-16 P. M.
Mail. 4-40 P. M.

RAILBOAD LINES.

NORTH PENNSYLVANIA RAILROAD .-

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Betblehem, Allentown, Manch Chunk, Harelton, White Haven, Wilkesbarre, Mahanoy Cuy, Monnt Caimel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

SUMMER A RRANGEMENT.

NINE DAILY TRAINS.

On and sfer WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—At748 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvatia Baliroad, conhecting at Echlehem with Lehigh Valley Railroad for Allentown, Catasanqua, Slatington, Manch Chunk, Weatherly, Jeanswille, Hazelton, White Haven, Wilkesbarre, Eingston, Pitston, and all points in Lebigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Rupert, Danville, Milton, and Williamsport, Arrive at Misuch Chunk at 1255 P. M. Arrive at Misuch Chunk at 1255 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 545 A. M.—Accommodation for Doylestown, stopork, At 5'45 A. M.—Accommodation for Doylestown, stop-At 5'45 A. M.—Accommodation for Doylestown, htopping at all intermediate stations. Passengers for Willow Grove, Hatbord, and Hartsville, by this train, take the stage at Old York road.

At 10'15 A. M.—Accommodation for Port Washington, stopping at intermediate stations.

At 1'30 P. M.—Express for Bethiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralis, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quakertown. At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take stage at Doylestown for New Hope; at North Wales for Sumneysown,

At 4 P. M.—Accommodation for Doylestown, stop-At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harsville, 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 Railroud, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 5-20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

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

TRAINS ARRIVE IN PHILADELPHIA. From Bethiehem, at 9:15 A. M., 205 and 8:40 P. M. 2:05 P. M. train makes direct connection with Lebigh alley trains from Easten, Wilkesbarre, Mahanoy ty, and Hazleton. Passengers leaving Easton at 2:0 A. M. arrive in Philadelphia at 2:05 P. M. Passengers leave Wilkesbarre at 1:50 P. M., connect Bethlebem at 6:15 P. M., and arrive in Philadelphia 8:30 P. M. 5'40 P. M. From Doylestown at 8'25 A. M., 5'10 P. M., and

From Doylestown at 825 A. M., 540 P. M., and 740 P. M.
From Lansdale at 736 A. M.
From Lansdale at 736 A. M.
From Fort Washington at 1150 A. M. and 345 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 245 P. M.
Doylestown to Philadelphia at 245 P. M.
Bethlehem to Philadelphia at 430 P. 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 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
Express Office,
No. 105 8. FIFTH Street.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1867, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows: iliadelphia, as follows:— Philadelphia for West Chester, at 7:15 A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 7:00 P. M., and 11 A. M., 2'80 P. M., 4'15 P. M., 4'50 P. M., 7'00 P. M., and 10'30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 6'15 A. M., 7'15 A. M., 7'30 A. M., and leaven the street of the street

er arture. The Chesnut and Walnut Street cars connect with

che arture.

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

ON SUNDAYS.

Leave Philadelphia at 500 A. M. and 2 P. M.

Leave West Chester at 745 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 745 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. K. R., 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. General Superintendent

DHILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE.
Through and aircet route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great on Region of Pennsylvania.
FLIGANT SLEEPING CARS on all Night Trains,
tin and after MONDAY, April 29, 1867, the trains on
the Philadelphia and Eric Railroad will run as

.....12:00 noon, 8:45 P. M. .....10:00 A. M. 8:00 A. M. 6:45 P. M. 

Leaving Philadelphia at 7:30 P. M., arrive at 01 City at 4:35 P. M. All trains on Warren and Franklin Railway make close connections at 011 City with trains for Franklin and Petroleum Centre. Baggage checked through.
ALFRED L. TYLER,
General Superintendent.

DHILADELPHIA AND BALTIMORE CENTRAL RAILEOAD,—Summer Arrangements, On and atter SATURDAY, June 4, 1867, Trains will have Philadelphia, from the Depot of the West Chester and Philadelphia Ealiroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:15 A. M. and 4:30 P. M.

Leave Rhing Sun at 5:15 and Oxford at 6:06 A. M., and is even Oxford at 3:25 P. M.

A Market Train, with Passencer Car attached, will ron on Tuesdays and Fridays, leaving the Rising Sun at 17:5 A. M. Oxford at 12:00 M., and Kennett at 1:00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 7:15 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford with the Afterneon Train for Philadelphia.

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

Pussengers allowed to take wearing apparel only as baggage, and the Company will not in any case bit responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5 112.

A NNAMESSIC SHORT LINE ANNAMESSIC SHORT LINE

AND United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Philadelphia, Wilmington, and Baltimore Railroad, 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, Newbern, Charleste, Statas, Racal, Charlotte,
Columbia, Macon, Augusta, Montgomery, Mobile,
New Orleans, and intermediate points,
For tickets and information inquire at Offices. Nos.
411 and 822 CHESNUT Street, or at Depot, BROAD
Street and WASHINGTON Avenue,
17.1 3m
H. V. TOMPKINS, General Agent, Norfolk, Va.
C. I. TROWERIDGE, General Passenger Agent.

WEST JERSEY RAILROAD. EUNDAY MATL TRAIN FOR CAPE MAY.
Commencing SUNDAY, June 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, foot of Market street (upper farry), at 7 A. M.
Reterning leaves/ape Island at 6 P. M., stopping at
principal Stations only.
Fare, \$200. Excursion Tickets, \$400. Good this day
and train only. WILLIAM J. SEWELL,

RAILROAD LINES. R E A D I N G R A I L R O A D GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND LIFE CANADAS SUMMER ARRANGEMENT OF PASSENGER TRAINS, May 6, 1857, Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:

and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stations,
Returning, leaves Reading at 6:30 P. M., arriving in
Philadelphia at 9:10 P. M.
MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Eimirs, Rochester, Niagara Falls, Buffalo,
Allentown, Wilkeebarre, Pitston, York, Carlisie,
Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the
Lebanon Valley train for Harrisburg, etc., at PORT
CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cumberland Valley
and Schuyikill and Susquebanna trains for Northumberland, Williamsport, York, Chambersburg, Pineberland, Williamsport, York, Chambersburg, Pine

and Schuyikili and Sasquebanna trains for Northumberisad, Willamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at \$20 P. M., for Reading
Pottsville, Harrisburg, etc., connecting with Reading
and Columbia Railroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION

Leaves Potistown at \$20 A. M., stopping at Intermediate Stations; arrives in Philadelphia at \$40 A. M.,
Returning, leaves Philadelphia at \$50 P. M.; arrives
in Potistown at \$45 P. M.

READING ACCOMMODATION

Leaves Reading at 770 A. M., stopping at all way
stations, arriving at Philadelphia at 1015 A. M.

Returning, leaves Philadelphia at 500 P. M.; arrives
of Reading at 745 P. M.

M., and Pottsville at \$45 P. M., arriving in Philadelphia at \$40 P. M. Afternoon trains leave Harrisburg
at 210 P. M., Pottsville at 245 P. M., arriving in Philadelphia at \$45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 715 A. M., and Harrisburg at
410 P. M. Connecting at Reading with Afternoon
Accommodation south at \$40 P. M., arriving in Philadelphia at \$45 P. M.

Market train, with passenger car attached, leaves
Philadelphia at \$10 P. M.

Market train, with passenger car attached, leaves
Philadelphia at \$11 P. M.

Market train, with passenger car attached, leaves
Philadelphia at \$11 P. M.

All the above trains run dally, Sundays excepted,
Sunday trains leave Pottsville at \$00 A. M., and
Philadelphia at \$17 P. M. Leave Philadelphia for
Reading at \$20 A. M., returning from Reading at \$25 P. M.

CHESTER VALLEY RAILROAD, CHESTER VALLEY RAILROAD.

Reading at 8'00 A. M., returning from Reading at 4'98 P. M.

CHESTER VALLEY RAILROAD.

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

NEW YORK EXPRESS FOR PITTSBURG ANI

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1'30 A. M. and 1'50 and 10'06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicaso, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, al 2 and 8'45 A. M. and 9 P. M., passing Reading at 4'4 and 10'30 A. M., and 4'20 and 11'15 P. M., and arriving in New York at 10'10 A. M., and 4'40 and 5'20 P. M.

Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2'16 P. M., Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Poitsville at 7 and 11'30 A. M., and 7'16 P. M., returning from Tamaqua at 7'35 A. M. and 1'40 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 Harrisburg, and 1'50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3'20 P. M., and from Tremont at 7'35 A. M. and 5'25 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and toterwediates at all tone of the principal points in the North and West and the principal points in the North and West and the principal points in the North and West and the principal points in the North and West and the principal points in the North and West and the principal points in the North and west and the principal points in the North and West and the principal points in the North and West and the principal points in the North and West and the principal points in the North and We

A togen histoclass tickets and emigrant increase to all 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 Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and Intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 8. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

COMMUTATION TICKETS

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

MILEAGE TICKETS,

Good for 2000 miles between all points, \$250 each for families and firms.

SEASON 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 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 dally at 5720 A. M., 1245 noon, and s P. M., for Reading, Lebanon, Harrisburg, Potteville. 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 215 P. M.

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

PHILADELPHIA, WILMINGTON AND BALETIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, July 8, 1867, Trains will leave Depot, corner BROAD Street and WASH-INGTON Avenue, as follows:—

Way Mail Train at 830 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 1530 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 1530 F. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurkow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Ruin.

Night Express at 1100 P. M. (daily) for Baltimore and Washington, Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisicald with Bont for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 1100 P. M. Train.

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1236, 250, 430, 650, and 1138 (daily) P. M. The 430 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 belaware Railroad for Milford and intermediate stations. The 6:00 P. M. Train runs; to New Costle.

Leave Wilmington 6:30, 7:15 and 8 A. M., 4:00 and 6:3 (daily) P. M. The 7:15 A. M. Train will not stop at stations between Chester and Philadelphia, FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore A. M., Way Mail, 9:35 A. M., Express, 2:15 P. M., Express, 6:25 P. M., Express, 8:50 P. M., Express, 8:50 P. M., Express, 8:50 P. M., Express, 6:26 P.

TO PERSONS GOING OUT OF TOWN.

CALL AT SHITH'S, NO. 328 CHESNUT STREET

And supply yourselves with PORTFOLIOS, TOURISTS' WRITING DESES,

DRESSING CASES, CHESSHEN, CHECKER BOARDS, ETC. All kinds of Blank Books, Printing, Stationery

Pocket Books, Pocket Cutlery, etc etc., 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. MICHAEL WEAVER, \$14 EDWIN H. FITLER, MICHAEL CONBAD F CLOTHIES.

COTTON AND FLAX,

BAIL DUCK AND CANVAS,

Of all numbers and brands.

Test Awning, Trank, and Wagen Cover Duck, Also,
Paper Manufacturers' Drier Feits, from one to seven
feet wide; Fauling, Beiling, Sail Twine, etc.

JOHN W. EVERMAN & CO.,

No. 102 JONES Alley.