THE DATE YARRING THE PORAPH FIELDING WHOMBDAY, AUGUST 7, 1887.

Life Insurance and Vital Statistics.

Dr. Hardwicke, Deputy Coroner for Central Middlesex, England, contributes to a London magazine an interesting article on life insurance.

He says that before the beginning of this cen-tury there were not half a dozen life insurance

companies in existence in England. The two oldest are the Amicable, established in 1706, and

the Equitable, dating from 1762. In 1813 there were only fifteen offices; in 1825 thirty-two; but at the present time there are at least two hun-

dred, all well established, in this country, and

employing two thousand directors and managers,

with a corresponding number of clerks. More-over, agents in all the large towns are working

Hardwicke, is enormous. In 1864, when the directors of seven insurance offices signed a memorial to the Chancellor of the Exchequer

not to trespass upon the domain of legitimate private enterprises by introducing a government scheme, it was stated that the funds of these companies represented a capital of £100,000,000; the amount insured £300,000,000, and that new

assurances were being effected at the rate of

30,000,000 per annum. At the same time, it is

estimated that not more than a tenth of the

labors in elaborating a perfect life-table. These returns show the annual rate of mortality per

These records enable us to observe the diversity and duration of life in towns and country, in

and poor, in agricultural, manufacturing, marine, and inland districts; gives us the oppor-

each other, and of observing the differences

"It is evident, from the perusal of this work, that there are certain districts and occupations

where the mortality far exceeds the healthy

standard, at ages when the majority of the pro

iwenty-five to forty-five. In some localities lung diseases, for instance, rauge from two and

half to eight times the normal average of

The mean expectation of life-term in London

is 37 years, where there is one death annually in 41 persons; in Liverpool, 26 years, where there is one death annually in 30 persons; in

Surrey, 45 years, where there is one death an-

Sale of a Famous Library.

The Paris correspondent of the Rublishers'

thrown our book-lovers into a high fever. The

rumor that M. Firmin Didot had purchased it proved to be unlounded, and the collection has

been dispersed by auction. Here are some of the prices brought:—Historia S. Johannis Evangelistie, \$1600; Histoire d'Hesterie, \$244; Ars Moriendi, \$1910; L'Art de Bien Dire, \$310;

Assertio Septem Sacramentorum aduersus Mar-

tinum Lutherum, \$1120; Les Coustumes du Pays et Duche de Bourbonnoys, \$260; Le Grand

Bocce de Consolation, \$1380; Caristine de Pisan, \$1900; La Grant Dause Macabre, \$400;

Le Romant de la Rose, \$306; Lestrif de Fortune, \$1200; Le Champion des Dames, \$200; Les Fals Molstre Alain Charetier, \$230; Les Songes de la Pucelle, \$190; Les Quatre

Choses, \$240; Cy est le Cheualier aux Dames, \$475; Le Debat de l'Homme et de la Femme, \$370; Le Doctrinal du Temps Present, \$559; L'Adolescence Clementine, \$360; Les Aous du

Monde, \$820; Œuvnes du Chanoine Loys Papon,

\$490; Lesperon de Discipline, \$1200; Le Mystere de la Conception, \$400; Sensuyt la Destruction

de Troye, \$400; L'Homme Juste et l'Homme Mondain, \$400; Explication des Hieroglyphes

d'Orus Apollo, \$400; C'est L'hystoire du Sainct Greaal, \$400; Tresplaisante et Recreative Histoire, &c., \$400; Tristan, \$1000; Gyron le

Courtoys, \$1170; Lancelot du Lac, \$880; Les Quatre Fils Aymons, \$1000; Histoire

du Tres Noble et Chevaleureux Prince Gerard,

Guesclin, \$660; La Trestoyeuse Plaisante et Re-creative Hystoire, etc., \$308; Jarry, \$620; Trat-

tato del Santo Viaggio di Gierusalemme, etc., \$420; Le Mystere de la Conception et Nativite de

la Gloriouse Vierge Marie, \$570; Cleriadus, \$2900;

Preces Pice, \$4640 (bought by the British Mu-seum); Officium B. Marice Virginis, \$1200; Preces

Pire, \$380; L'Excencice de la Messe, \$550; Heures a l'Usage de Rome, \$400; Horæ in Laudem Bea-

tissime Virginis Marie, \$238; Heures a Lusaige

le Sezencon, \$266; Sensuyt te Nouveau Monde et Navigations, \$221; Pæsi Novamente Retrovati

350; Ogier le Dannois, \$440; Valentin et Ore

\$410; Fierabras, \$500; Le Nouble Roy Ponthus \$790; Ponthus et la fielle Sidoine, \$600; Les Ex

cellentes, Magnifiques, et Triumphantes Chroni-ques, etc., \$1600.9

Rare Works of English Bramatists,

At an auction sale in London last month copie of early plays were bought at high prices. The Times gives a list:—T. Preston:—Lamentable

Fragedie, mixed full of pleasant murth, contain

ing the life of Cambises, King of Percia; 4to, black letter, £22. The Joviali Crew, or the

Devill Torned Ranter, being a character of the

Rosring Kanters of these times represented in a

comedie; frontispiece; 1651; £6 10s. Shakepeare; A Midsommer Night's Dreame; first edi-

tion (according to Mr. Halliwell), one copy, in

£41 10. The excellent History of the Merchant or Venice, etc.; first edition; fine copy, in red

morocco, printed by J. Roberts, 1609; £31. The first part of the True and Honorable History

of the Lafe of Sir John Oldcastie, the good Lord

Cobham; first edition. Printed for T. Preston, 1600. From Henslowe's Dury it appears that

this play is erroneously attributed to shake-speare; it was in reality written in 1599 by Man-

speare; it was in reality worth in the haway. This say, Drayton, Wilson, and Hathaway. This addition is now rare; the present copy reached as bigh as £16. History of the Life and Death

as high as £16. History of the Lite and Death of King Lear, and his Three Daughters, etc. very rare; printed for Nathauiel Butter, 1608;

231. Shakespeare, Most Pleasant and Excellent Conceited Comedy of Sir John Falstaffe and the

Merry Wives of Windsor, with the Swaggering Vaine of Ancient Pistoll and Corporal Nym; one copy, in red morozoo extra, printed for Arthur Johnson, 1619, £26. Shakespeare, a Yorkshire Tragedle, not so new as lamentable

and true; printed for T. Preston, 1619; very

rare; 12 guineas. John Still, Bishop of Bith and Wells; Ryght, Pithy, Pleasant, and (sie) Merie Comedie, intytuled Gammer Gurton's Nedle, playd; on stage not longe ago in Christes Colledge in Cambridge: black letter: 15 guineas.

An Error.-The impression is very general

that drunkenness is exceedingly rare in coun-

tries where vines are grown and wine is made.

A California paper recently stated, per contra,

that all the proprietors of vineyards in one

grape-growing county of that State were

drunkards; and the following description of

vineyard festivities, by one who went to see

them, with his fancy full of pictures he had

estill beset with the memories of the opera house, I asked if the day was not to close with the feast and dance, but I was answered that all were so wearied with their work that they would seek an early sundown repose in unro-

were philandering with and kiesing the 'sun-burnt daughters of lator.' I found myself, too, becoming the object of a warmth of affec-tion I would have preferred to have dispensed with

with. Brawny arms, stained red with wine to the shoulder, were wound about my neek, and stuffy hands sticky with grape-juice thrust into

seen on the stage, is to a like effect:-

creen morocco, printed by James Roberts,

mier (Second de Tiers) Volume de querran de Monstreilet, \$240; Bertrand

S280: Gargantua.

Comte de Nevers.

Cosmographice Introductio,

'The sale of the famous Yemeniz Library has

tunity of comparing and classifying the

healthy districts.

Circular savs:-

effected by soil, climate and occupation.

sense and scattered populations, among rich

adult male population insure. Dr. Hardwicke adds:-

and rapidly extending the principles and practice of life insurance among the community. The wealth of some of these offices, says Dr.

-Should President Juarez decline a re-election to the Presidency of Mexico, he will probably be sent to Washington as Minister by the new administration, as a mark of regard for the United States.

-The son of the late Colonel Cass, of the 9th Massachusetts Regiment, who fell on the Peninsula, has been appointed as cadet at West Point, to fill one of the places which are at the disposal of the President.

-Orson Pratt, the Mormon apostle, recently denounced by Brigham Young, arrived in Denver on Wednesday, on his way to Salt Lake City to beard the Mormon chieftain. He has just returned from a missionary tour in Eng-

-The Misses Macomb, who are about to marry the Hon, Messieurs Wellesley and Fane, of the English aristocracy, are nieces of the late General Phil. Kearney. Each of the young ladies is reported in private circles to be worth \$40,000 a year in her own right. They are the owners of immense estates at Newark, across the river from the well-known Kearney chateau.

-It has been calculated that it would take a person over fifteen months and a half to visit the whole of the Exposition in detail. There are 45,000 exhibitors, and allowing only five minutes for the examination of each one's produce, we arrive at a total of 225,000 minutes, or 3750 hours, or 156 days and a 1 of 24 hours. But as the building of the Exposition is only open to the public from 10 to 6, this reduces the day to 9 hours instead of 24, and it would consequently take a person 15 months, 20 days, and 2 hours to examine the whole of the objects exposed.

GROSS INJUSTICE .- In an article giving statistics of spirit drinking by English sailors, the writer is excited to the exclamation: "What a We submit that an undeserved stigma is cast upon dumb animals by the re-

A COMMON WANT .- It is said of the inventor and perfector of a new scheme of aerial navigation, that all he now wants is money. We know of several persons whose talent is not inventive, whose wants are summed up in the same sentence.

MERRY MENTION .- The theatrical critic of the World is very graceful and happy in his characterization of a young actress, whose doom, it seems, is to be smothered in compliments: 'Miss Lotta and Mischief are twins. Half the time the tickled public can't tell t'other from The same writer fancies the contingency of the young lady being "cast" for "Lady Macbeth," and at once the picture rises of "a kitten at a funeral."

Moving in a Circle.-The latest and grandest of scientific triumphs is the discovery of the correlation of physical forces-a theory which asserts the practical immortality of power and its solar origin. A communication to the Paris Academy states that a plant called Colocasia exhibits a trembling motion on being exposed to the sun strong enough to affect the neighboring plants. This appears to be a remarkable instance of the transmutation of solar light and heat into motion.

GRAND SPORT .- Tastes differ. We never should have reached by any stretch of fancy the following picture of "grand sport," presented by a correspondent of the Citizen:

"We say it is grand sport to make our way through the deep springy mud that reaches to our knees at every step, and which, penetrating through open shoe and thin drilling pasts—the control of the control o covering of our lower extremities-cools the blood better than gallons of fourth proof,"

An English physician, Dr. Culverwell, once wrote a book entitled "What to Eat, Drink, and Avoid." Under the latter term he might have placed "Grand Sport."

A QUESTION OF TITLE .- Despite Shakespeare, we are of the opinion that the stealing of some good names is the stealing of trash. And if Mr. Beecher did "appropriate" the title of "Norwood" from a book by Ned Buntline, we apprehend that as soon as he found out what had innocently done, his punishment was more than he could bear. When Bulwer was charged with plagiarizing for "The Caxtons" from "Tristram Shandy," there was an implied compliment in attributing appreciation of Sterne to the peccant novelist. But no such sugar coats the pill when Beecher is accused of plagiarizing from Buntline! The reverend gentleman has our sincere sympathy.

THE RATIONALE OF REVOLUTION .- A single propensity may be sufficient to explain the most puzzling and contradictory conduct on the part of great masses of men. The tendency of human nature to a particular line of action in certain circumstances may be predicted as certainly and accurately as any of the regularly recurring phenomena of the universe. Macaulay says:-

"It is the nature of man to overrate present cyll and to underrate present good; to long for what he has not, and to be dissatisfied with what he has. This propensity, as it appears in individuals, has often been noticed, both by laughing and by weeping philosophers. It was a favorite theme of Horace and of Pascal, of Voltaire and of Johnson. To its influence on the fate of great communities may be ascribed most of the revolutions and counter revolu-tions recorded in history. A hundred genera-tions have elapsed since the first great national emencipation, of which an account has come down to us. * * The slaves were wonderfully set free, * but in a few hours they began to murmur against their leader. * * Since that time the history of every deliverer has been the history of Moses retoid. has been the history of Moses retoid.

The most just and saintary revolution must produce much suffering. The most just and saintary revolution cannot produce all the good that had been anticipated from it by men of uninstructed minds and sanguine tempers. Even the wisest cannot, while it is still recent, weigh quite fairly the evils which it has caused against the evils which it has removed. For the evils which it has caused are felt, and the evils which it has removed are felt no longer.

ORIGIN OF THE WORD PLANTAGENET.-Curious to say, the name of Plantagenet, which subsequently became so celebrated, was originally used as a term of reproach. Fulke the Black having contrived the death of his nephew, the Earl of Brittany, his confessor sent him as a penance to Jernsalem, attended by two servants; one was to lead him to the Holy Sepulchre, and the other was to strip and whip him through the streets, something in the same way as his more illustrious descendant Henry II was flagellated by the monks of Canterbury, after the murder of Thomas à Becket. The name itself is derived from the Latin, planta and genista, the classical terms for the only shrub grown in Palestine which was suited for such salutary work. This plant was probably introduced into Europe by the said Fulke on his return from his penitential pilgrimage, as it still continues growing luxuriwould seek an early sundown repose in unro-mantic slumber. Towards evening, however, whether it was the effect of the vapor of the new wine which filled the atmosphere, or the drinking of the old which flowed freely every-where, or merely the natural exhibitation which somes with the satisfaction of having completed a hard day's lebor, I observed agrow-ing excitement. Men and women were arguing loudly and energetically and the rade swalus were philandering with and kissing the 'annantly on the banks of the Loire, which flows through the country formerly belonging to the Earls of Anjou. The origin of the name of Plantagenet is commonly attributed to Geoffrey, the father of Henry II, from his accusomed habit of wearing a sprig of broom in the crest of his helmet, and the opinion has been endorsed by both Lord Lyttleton and M. Thierry. But the authority of Mazeray leaves no doubt that the name was first borne by Fulke the Black, great-great-grandfather of Geoffrey Plantagenet, the husband of the Empress Maude, and originated as we stated above.—Gentleman's Magazine.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1887 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 square of it.

On Sundays—The Market Street cars leave Front it. days-The Market Street cars leave Front

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 Chesnut streets,
Agents of the Union Transfer Company will call for and deliver baggage at the Depot, Orders left at No. 801 Chesnut street, or No. 1 South Eleventh street, will receive attention.

This deput Sunday.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 127 DOCK Street.

TRAINS ARRIVE AT DEPOT, VIZ.:-

"The most valuable and recent contribution to statistical science is the supplementary volume of the Registrar-General on the mortal-Circinnati Express.
Philadelphia Express
Erie Mail ity of England during the fast ten years, for which we are indebted to Dr. W. Farr. This forms a most worthy complement to his former one thousand, in a very extensive series of tables, from the age of five to eighty-five years and upwards, as well as the causes of death.

General Superintendent, Altoona, Pa. posals are made for life assurance, namely, from

lorence.
At 5 and 16 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edgerater, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., L. 4, 6, and 11:30 P. M., for Fish

House, The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side, LINES FROM KENSINGTON DEPOT Vill leave as follows:—
At II A, M., 430 P, M., and 12 P. M. (night), via Kenligion and Jersey City, New York Express Lines, sington and Jersey City, New York Express Lines, Fare, §3. A.5, 10-15 and 11 A. M., 2-30, 8-30, 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 Morris-ville 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 10:15 A. M., 2:30 and 5 P. M., for Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and intermediate stations. r Holmesburg and intermediate stations, BELVIDERE DELAWARE RAILROAD LINES,

At & A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Binghamion Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc. At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train eaving Easton for Mauch Chunk, Allentown, Bethlem, etc. At 5 P. M. for Lambertville and intermediate Staons, Lines from West Philadelphia Depot, via Connect-

Lines from West Philadelphia Depot, via Connecting Raiway, will leave as follows:—
At 150 A. M., and 150 and 650 P. M. Washington and
New York Express Lines, via Jersey City, Fare, \$3 25.
The 130 A. M. and 650 P. M. Lines will run daily,
all others, Sundays excepted,
July 15, 1807.
WM. H. GATZMER, Agent,

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

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

Commencing SATURDAY, July 13, 1867.

9-00 A. M. Morning Mail. Due-1725 P. M.

3-00 P. M. Cape May, Passenger, Due 7-18 P. M.

4-00 P. M. Express. Due-7-00 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6-20 A. M. Morning Mail. Due-16-07 A. M.

9-00 A. M. Fast Express. Due-17-07 P. M.

5-00 P. M. Cape May Express. Due-17-07 P. M.

5-00 P. M. Cape May Express. Due-17-07 P. M.

5-00 P. M. Cape May Express. Due-17-07 P. M.

5-00 P. M. Cape May Express. Due-17-07 P. M.

5-00 P. M. Cape May Express. Due-17-07 P. M.

5-00 P. M. Cape May Express. Due-17-07 P. M.

5-00 P. M. Cape May Express. Due-17-07 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, Camiden, N. J.

Through tickets can be procured at No. 828 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their bag-tage checked at their residences. WEST JERSKY RAILROAD LINES.

W. EST JERSKY HAILROAD LINKS, from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 18, 1867, 800 A. M. Morning Mail, for Bridgelon, Salom, Millylle, Vinciand, and intermediate stations.

900 A. M. Cope May Morning Mail, 800 P. M. Cape May Accommodation, 820 P. M. Cape May Accommodation, 820 P. M. Cape May Express.

910 P. M. Cape May Express.

910 P. M. Woodoury Accommodation.
Cape May Freight leaves Camden at 820 A. M. Wost Jersey Freight Train leaves Camden at 18 M. no.001.

Freight will be received at Second Covered Wharf claw Walnut, street, from 7.00 A. M. until 200 P. M. teight received before 200 A. M. will go forward the y. I Delivery, No. 228 S, DELAWARE Avenus WILLIAM J, SEWELL, Superintendent, PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,
On and after Weddesday, May 1, 1897.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 25, 25, 4, 5, 55, 510, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7, 5, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 5, 4, 4), 6, 6)5, 7, 8, 10, 11 P. M.
The 822 Hown Train and 3% and 5% Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 95, A. M. 2, 7, 10% P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 32, 5%, 7, 9 and 11 P. M.

and H. P. M.
Leave Chesnut Hill 7-10, 8, 9-40, and H-40 A. M. 1-40, 5-40, 6-40, 8-40, and 10-40 P. M.
ON SUNDAYS.
Leave Philadelphia 9-3 A. M. E and 7 P. M.
Leave Chesnut Hill 7-50 A. M. 12-40, 5-40, and 9-22 OR CONSHOROCEEN AND NORRISTOWN, Leave Phriadelphia 6, 754, 3, and 11 to A. M. 154, 3, 05, 55, 65a, 805, and 115, P. M. Leave Norristown 5 to 7, 755, 8, and 11 A. M. 156, 3, 156, 6, and 8); P. M. ON SUNDAYS.

Leave Philadelphia P.A., M., 230 and 7-15 P. M.
Leave Philadelphia P.A., M., 530 and 9 P. M.,
Leave Philadelphia C.75, 9, and 1105 A. M., 15, 3,
15, 55, 65, 80, 75, and 115 P. M.
Leave Manyunk 6:0, 75, 620, 95, and 115 A. M., 2
35, 5, 65, 9, and 104 P. M.
ON SUNDAYS,
Leave Philadelphia P.A. M., 25 and 75 P. M.
Leave Philadelphia P.A. M., 6 and 85 P. M.
Leave Manyunk 75 A. M., 6 and 85 P. M.
W. S. WILSON, General Superintendent,
8 Depot. NINTH and GREEN Streets,

SHORTEST ROUTE TO THE SEA-SHORE! OAMDEN AND ATLANTIC RATEROAD.
THROUGH IN TWO HOURS.
Five Trains daily to Atlantic City, and one on Sun-On and after SATURDAY, June 29, 1807, trains will Jeave VINE Street Ferry, as tollows:-

Atlantic Accommodation 31
BETURNING-LEAVES ATLANTICE
- pecial Excursion 31 Sapress (through in two hours)..... Georgia Bayes Jackson 5-29 A. M.

BADDONFIELD ACCOMMODATION TRAINS

eave Vine street at 10-15 A. M. 200 P. M.

Eave Handonfield at 150 P. M. 305 P. M.

SUNDAY MAIL TRAIN TO ATLANTIC CITY

Leaves Vine street at 7-20 A. M., and Atlantic at

Leaves Vine street at Pau A. M.,

Fare to Atlantic §2. Round Trip Tickets, good
only for the day and brain on which they are issued, §3.

Tickets for saire at the Office of the Philadelprint
Local Express Company, No. 525 CHESNUT Street
and at No. 825 CHESNUT Street Continental Hotel.

The Philadelphia Local Express Continental Hotel.

The Philadelphia Local Express Continental any part
of the city and suburbs, and che ak to hotel or cottage
at Atlantic City.

B. H. MUNDY.

B 24 11

RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD.

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, 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:—
A17.45 A, M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, consecting at Bethlehem with Lehigh, Valley Baliroad for Allentown, Catalangua, Siatington, Manch Chunk, Westherly, Jennsyllie, Haselton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys; also, in connection with Lenigh and Mahanoy Baliroad, for Mahanoy City, and with Catawassa Railroad, for Mahanoy City, and with Catawassa Railroad, for Rupert, Danville, Milson, and Williamsport, Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbarre at 8 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 1355 P. M., for Easton, and points on New Jersey Central Railroad to New York,
At 55 A. M.—Accommodation for Doylestown, stop-

York, At \$45 A, M.—Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hardwille, by this At \$45 A. M.—Accommodation for Doylestown, Mophing at all intermediate stations. Pracengers 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, Stopping at intermediate stations.

At 18 P. M.—Express for Bethiehem, Allentown Maioth Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, 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.—Accommendation 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 Sumneytown.

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

At 5 29 P. M.—Through accommodation for Bethieben and all stations on main line of North Pennsylvania Haliroad, connecting at Bethiehem with Lenigh Valley Evening train for Easton, Alientowa, and Manch Chunk.

At 8 20 P. M.—Accommodation for Lansdale, stopping at all Intermediate stations. ping at all intermediate stations.
At 1130 P. M.—Accommodation for Fort Wash-

At 11'26 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethiehem, at 8'15 A. M., 2'05 and 8'40 P. M.

2'05 P. M., train makes direct connection with Lobigh
Valley trains from Easton, Wilkesbarre, Mashanoy
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 Bethiehem at 8'15 P. M., and arrive in Philadelphis
11'50 A. M. arrive in Philadelphia at 2'05 P. M.

From Doylestown at 8'25 A. M., 5'10 P. M., and

7'40 P. M.

From Lausdale at 7'30 A. M.

From Fort Washington at 11'50 A. M. and 8'05 P. M.

ON SUNDAYS,

Philadelphia for Bethiehem at 9'30 A. M.

Philadelphia for Bethiehem at 9'30 A. M.

Bethiehem to Philadelphia at 7'30 P. M.

Bethiehem to Philadelphia at 4'30 P. M.

Firth 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.

Tickets sold and Baggage checked through to principal points at Manu's North Pennsylvania Baggage

Express Office,

11'2 No. 105 S. FIFTH Street.

VA/ EST CHESTER AND PHILADELPHIA

W EST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1897, Trains will
leave Depot, THIRTY-FILST and CHESNUT Streets,
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 715 A. M.,
11 A. M., 230 P. M., 415 P. M., 456 P. M., 700 P. M., and
1030 P. M. 11 A. M., 230 P. M., 415 P. M., 450 P. M., 700 P. M., and 1030 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 616 A. M., 715 A. M., 730 and 164 A. M., 155 P. M., 430 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 715 A. M., and going west will take train leaving West Chester at 715 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.

Leave Media for Philadelphia at 640 P. M. Stopping at all stations.

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

let arture.
The Chesnut and Walnut Street cars connect with

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

ON SUNDAYS,

Leave Philadelpnia at 5 % A. M. and 2 P. M.

Leave Philadelpnia at 7 % A. M. and 2 P. M.

The cars on Market street will connect with all Sunday trains, both ways, as asnal, leaving Front and Market street in they are used to a trivial of each train, to carry passengers into the city.

Trains leaving Philadelpnia at 7 % A. M. and 4 % P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxierd and intermediate points.

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

DHILADELPHIA AND ERIE BAILROAD .-

SUMMER TIME TABLE. Through and direct route batween Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Fennsylvania, ELEGANT SLEFEPING CARS on all Night Trains, On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Eric Railroad will run as follows:

Oil City at 928 A. M.
Leaving Philadelphia at 7:50 P. M., arrive at Oil
City at 4:55 P. M.
All trains on Warren and Franklin Railway make
close connections at Oil City with trains for Franklin and Fetroleum Centre, Baggage checked through, ALFRED L. TYLER,

PHILADELPHIA AND BALTIMORE CEN
TRAL RAILEOAD.—summer arrangements.
On and siter SATURDAY, June 1, 1807, Trains will
leave Philadelphia, from the Depot of the West
Chester and Philadelphia Railroad, corner of
THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 715 A. M. and 450 P. M.
Leave Philag Sun at 5° is and Oxford at 600 A. M.
and leave Oxford at 520 P. M.
A Market Train, with Passenger Carattached, will
run on Tuesdays and Fridays, leaving the Rising Sun
as 11°15 A. M. Oxford at 12°00 M., and Rennett at 170
P. M., connecting at West Chester Junction with a
trial for Philadelphia. On Wednedays and Saturdays treins leave Philadelphia at 7°15 A. M. connects at Oxford with a daily line of Stages for Peach
Scitton. In Lancaster county. Returning, leaves
Pesch Rottom to connect at Oxford with the After
noon Train for Philadelphia.
The Train leaving Philadelphia at 4°50 P. M., runs to
Rising Sun, Md.
Passengers and the Company will not in any case be TOHILADELPHIA AND BALTIMORE CEN Rising Sun. Md.
Passengers allowed to take wearing apparel only
passengers allowed to take wearing apparel only
passengers, and the Company will not in any case be
responsible for an amount exceeding one nundred
follars, onless a special confract be made for the same
to the same
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 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, Charleston, Savannan, Raiegh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile, New Orleans, and intermediate points, For tickets and information inquire at Offices, Nos. 401 and 828 CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenue. 71 18m H. V. TOMPKINS, General Agent, Norfolk, Va. C. I. TROWBRIDGE, General Passenger Agent.

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY.
Commencing SUNDAY, June 23, 1667, the SUNDAY
MAIL AND FASSENGER TRAIN will leave Philadeliphia, foctof Market street (upper ferry), at 7 A. M.,
keturning leave Cape Island at 6 P. M., atopping at
principal Stations only.
Fare, \$300. Excursion Tickets, \$400. Good this day
and train only.

RAILROAD LINES.

READING RAILROAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBURLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARHANGEMENT OF PASSENGER
TRAINS, May 6, 1867,
Leaving the Company's Depot, at THIRTEENTE
and Callow Hill Streets, Philadelphia, at the following hours:

Leaving the Company's Depot, at Thirthe State and Callow Hill Streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION,

At 7:00 A. M., for Reading and intermediate Stationa Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 8:16 P. M.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamagus, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesharre, Pituton, York, Carlisle, Chambersburg, Hagerslows, 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 ULINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRIS-BURG with Northern Central Cumberland Valley and Schuylelli and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPERSE

berland, Whilamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPEESS
Leaves Philadelphia at 5-20 P. M., for Reading
Pottsville, Harrisburg, etc., connecting with Reading
and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION
Leaves Pottstown at 6-20 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 5-40 A. M.
Returning, leaves Philadelphia at 6-20 P. M.; arrives
in Pottstown at 5-50 P. M.

BEADING ACCOMMODATION
Leaves Reading at 7-30 A. M., stopping at all way
stations, arriving at Philadelphia at 5-00 P. M.; arrives
D. Reading at 7-45 F. M.

Recording at 745 F. M.
Trains for Philadelphia leave Harrisburg at 840 A.
M., and Pottsville at 845 A. M., arriving in Philadelphia at 199 F. M. Afternoon trains leave Harrisburg at 240 F. M., Pottsville at 245 F. M., arriving in Philadelphia delphia at 645 P. M. HARRISBURG ACCOMMODATION

HARRISBURG ACCOMMODATION
Leaves Reading at 7-15 A. M., and Harrisburg at 4-10 P. M. Connecting at Reading with Atternoon Accommodation south at 6-20 P. M., arriving in Philipeleipina at 8-10 P. M.
Market train, with passenger car attached, leaves Philadelphia at 12-25 noon for Pousville and all way stations. Leaves Pottsvilleat 7-96 A. M. for Philadelphia and all way stations.

All the above trains run daily Sundays excepted. Sunday trains leave Pottsville at 8-90 A. M., and Philadelphia at 3-17 P. M. Leave Philadelphia for Reading at 8-26 A. M., returning from Reading at 8-22 P. M.

CHESTER VALLEY BAILROAD.

P. M. CHESTER VALLEY RAILROAD.

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

M. and 100 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI

Leaves New York at FA. M., and 5 and 5 P. M. passing Reading at 140 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 arrival of the Pennsylvania express from Pittsburg, of the Pennsylvania express from Pittsburg, at 3 and 846 A. M. and 9 P. M., passing Reading at 44 and 150 A. M., and 472 and 115 F. M., and arriving in New York at 1026 A. M., and 472 and 155 F. M., and arriving him New York at 1026 A. M., and 472 and 155 F. M., and arriving between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 216 P. M., Mail train for Harrisburg leaves New York at 12 M.

SCHUYLEILL VALLEY RAILROAD. SCHUVLKILL VALLEY RAILROAD,

Trains leave Pottsville at 7 and 11 20 A. M., and 7 n P. M., returning from Tamaqua at 7 35 A. M. and 14 RDU PIS P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD St. H.D.Y. LELLAND SUSQUEHANNA RAILROAD
Trains leave Auburn at 750 A. M., for Pinegrove and
Harrisburg, and 150 P. M. for Pinegrove and
returning from Harrisburg at 320 P. M., and from Tremont at 725 A. M. and 520 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
Capada.

Excursion tickets from Philadelphia to Reading and Excursion tickets from Philadesphia to Reading and intermediatestations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only 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. ERADFORD, 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 lamilles and firms.
MILEAGE TICKETS, Good for 2000 miles between all points, \$52'50 each for tamilies and firms.
SEASON TICKETS.

SEASON TICKETS.

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

LEERGYMEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at hair 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, HROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5th A. M., 1245 Boon, and e.P. M., for Rending, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

Close at the Philadelphia Fost Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 F. M. 48

L'HILADELPHIA, WILMINGTON AND BAL-

TIMORE RAILROAD.

TIMORE RAILROAD.

Commencing MONDAY, July S. 1867, Trains will leave bepot, corner BROAD Street and WASH-INGTON Avenue, as follows:—
Way Mail Train at 838 A. M. (Sandays excepted) for halfmore, stopping at all resultar attions. Connecting with Deliaware Railros—at Wilmington for Crisfield and intermediate Statuss.

Express Train at 1130 A. M. (Sandays excepted) for Ballimore and Washington. Express Train at 1730 A. M. 1 - indays excepted) for baltimore and Washington.

Express Train at 372 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester. Thursdow, Linwood, Caymont, Wilmigton, Newport, Stables, Newark, Elkion, Northess., Charlestown, Perry vi. e. Havre-de-Grace, Aberdee J. Perryman's, Edge-wood, Magnolia, Chase's, and semmer's Run.

Night Express at 1700 P. M. (1917) for Baltimore and vishington. Connects at Wilmington (Samudays excepted) with Delaware Rainwad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Sallsbury, Princell Aune, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portswouth, and the South.

Passengers for Fortress Monroe and Norfolk via baltimore will take the 1150 A. M. Train, Via Crisfield will take the 1150 P. M. Train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1220 200 450 200 and the

Stopping at all Stations between Philadelphia and Wilnington.

Leave Philadelphia at 1230 1700, 4750, 5700, and 11750 (daily) F. M. The 480 P. M. Train connects with Belaware Railroad for Milford and intermediate atations. The eve P. M. Train rolls to New Castle.

Leave Wilmington 8730, 775 and 8 a. M., 4700 and 674 (daily) F. M. The 715 A. M. Train will not stop at stations between Chester and Philadelphia,

FROM BALITIMORE TO PHILADELPHIA.

Leave Baltimore 725 A. M. Way Mail, 930 A. M., Express, 276 P. M., Express, 575 P. M., Express, 575 P. M., Express, 575 P. M., Express, 575 P. M., Stopping at Havre decirace, Perryville, and Wilmington, Also stops at Northeast, Elaton, and Newark to take passengers for Philadelphia and loave 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 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 Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to line office can have their baggage checked at their residence by the Union Transfer Company, 452

H. F. KENNEY, Superintendent. Inion Transfer Company, 482 H. F. KENNEY, Superintendent.

TO PERSONS GOING OUT OF TOWN

CALL AT SHITH'S.

NO. 328 CRESNUT STREET And supply yourselves with STATIONERY

PORTFOLIOS, TOURISTS' WRITING DESES. DRESSING CANES, CHESNMEN, CHECKER BOARDS, ETC.

All kinds of Blank Books. Printing, Stationery Pocket Books, Pocket Cutiery, etc sic., at very greatly reduced prices. FITLER, WEAVER & CO

MANUFACTURERS OF Manilla and Tarred Cordage, Cords Twines, Etc. NO. 23 North WATER Street, and NO. 22 North DELAWARE Avenue, PHILADELPHIA, EDWIN H. FITLER, MICHAEL WEAVER, CONSAD & CLOTHER. 214

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all numbers and brands
Tent Awning, Trunk, and Wagon Cover Duck, Aiso,
Paper Manafacturers' Brier Felis, from one to seven
feet wide; Pauling, Reiting, Sail Twine, etc.
JOHN W. EVERMAN & CO.,
No. 193 JONES Allers Wo, 103 JONES Alley,

SHIPPING

STEAM TO LIVERPOOL-CALL-Ing at Queenstown.—The Inman Line, smilling semil-weekly, carrying the United States Matla: RETURN TICK STS TO PARIS AND BACK, FIBST CLASS, \$200 GOLD,
CITY OF BALTIMORE.—Saturday, August 14
CITY OF LONDON.—Saturday, August 14
CITY OF LONDON.—Saturday, August 17
CITY OF PARIS.—Saturday, August 17
CITY OF PARIS.—Saturday, August 18
ANTWERP.—Saturday, August 28
ANTWERP.—Saturday, August 28
ANTWERP.—Saturday and Wednesday, a

ETNA Wednesday, August 28
ANTWERP Esturiary, August 28
ANTWERP Esturiary, August 31
And each succeeding Saturday and Wednesday, a noon, from Pier No. 35 North River.

RATES OF PASSAGE

By the mail steamer sailing every Saturday,
Payable in Gold. Payable in Corrency.
First Cabin. 115 To London. 127
To London. 128 To London. 128
To Paris. 128 To Paris. 128
Passenge by the Wednesday Steamers.—First Cabin illustecrage, 830. Payable in U. S. Currency.
Passengers also forwarded to Havre, Hamburg, 576
men, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown, \$50
currency. Tickets can be bought here by persons sending for their friends.
For further information apply at the Company's office.

No. 15 BROADWAY, N. Y.,
87 or No. 411 CHESNUT St., Philadeiphia.

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

PHILADELPHIA RICHMOND
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST.
THROUGH RECEIFTS TO NEWBERN.
Also, all points in North and South Carolina, via
Seabourd and Reanoke Rallroad, and to Lynchburg.
Vs., Tennessee, and the West, via Norfolk, Petersburg, South-Side Rallroad, and Richmond and Danville Rallroad.

The regularity, salety, and cheapness of this route ommend it to the poblic as the most desirable me-liom for carrying every description of freight. No charge for commission, drayage, or any expense Steamships insure at lowest rates, and leave regu-ariy from arst wharr above Market street. Freight received daily.

WM. P. CLYDE & CO.

No. 14 North and south Wharves.

W. P. PORTER, Agent at Richmond and City

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

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP COMFANY'S REGULAR SEMI-MONTHLY LINE,
FOR NEW OBLEANS, LA.
JUNIATA, 125 tons, Captain P. F. Hoxie,
TIOGA, 1675 tons, Captain J. F. Morse.
STAR OF THE UNION, (1676 tons.) Captain T. H.
Cooksey.

The STAR OF THE UNION will leave for New Origans on SATURDAY, August 20th, from Pier No. (second wharf of Spruce street).
The TIOGA will leave New Orleans for this port Through bills of lading signed for freight to Mobile. Galveston, Natches, Vicksburg, Mempris, Namyti e, Cairo, St. Louis, Louisville, and Cincinnsti.

WILLIAM L. JAMES, General Agent, Mempris at New Orleans, Creevy, Nickerson & Oo,

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP COMPART'S REGULAR LINE
TONAWANDA, 550 tons, Captain Wm. Jennings.
W YOMING, 550 tons, Captain Jacob Teal.
The steamship W YOMING will leave for the
above port on Saturday, August 10, at 8 o'clock A. M.,
from second wharf below Spruce street.
Through passage toxets soid 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 Savadbab, Hunter & Gammell.

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THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LINE FOR WILMINGTON, N. C.

The steamship PIONEER, SIZ tons, Captain J. Bennett, will leave for the above port on THURSDAY, August 15, at so clock A. M., from Pier 18 (second wharf below Soruce atreet),

Bills o :lading signed at through and reduced rates to all principal points in North Carolina, Agents at Wilmington, Worth & Daniel,

WILLIAM L. JAMES, General Agent,

11 No. 314 S. Delaware avenue,

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

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, with connections of Alexandria from the most direct route for Lyachburg, Bristol, knoxville, Nashville, Dalton, and the Southwest. Steamers leave regularly from the first wharf above

Inrket alreet.
Freight received daily.
WM. P. CLYDE & CO.,
No. 14 Norsh and South Wharves.
J. B. DAVIDSON, Agent at Georgetows.
A. ELDRIDGE & Co., Agents at Alexandria, Vk.

OPPOSITION TO MONO-POLY.-DAILY LINE FOR BALTI-MORE, via Chesapeake and Dela-Philadelphia and Baltimore Union Steamboat Com-aby, daily at 20 clock P. M.

The Steambers of this line are now plying regularly viwer this port and Baltimore, leaving the second vanif beaut Arch street daily at 2 clock P. M. Sundays excepted), carrying 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 Merchandse, Horses, Carriages,

For inther information, apply to
Julia 1. RUOPF, Agent,
016; No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELAS ware and ftaritan Canal.

Express Steamboat Company Steam ProExpress Steamboat Company Steam ProExpress cave Daily from first whart below Market varded to all points, North, East and West, fresot in prission.

Freights received at the lowest rates.

WM. P. ULYDE & CO.. Agents,

No. 14 South Wharves.

JAMES HAND, Agent, No. 104 Wall street, New York, 1tf FOR NEW YORK.—SWIFTSURE
Transportation Company Despatch
and Swiftsure Lines, via Delaware
and Raritan Causi, on and after the 18th of March,
leaving daily at 12 M. and 5 P. M., connecting with
all Northern and Eastern lines,

I Northern and Eastern lines. For freight, which will be taken upon accommodafor freight, with the state of TO SHIP CAPTAINS AND OWNERS.

TO SHIP CAPTAINS AND OWNERS.

The undersigned having sensed the KERNSINGTON SCREW DOCK, begs to Inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vensels to be raised or repaired, and being a practical
ship-carpenter and caulker, will give personal attention to the vessels currented to him for repairs.

Capitains or Agents, Ship-Carpenters, and Machinists
having vessels to repair, are solicited to call.

Having the agency for the sals of "Wetterstedt's
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,
112 DELAWARE Avenue, above Laurel street.

FRENCH STEAM

SCOURING.

ALBEDYLL MARX & CO.

NO. 122 SOUTH ELEVENTH STREET and and

1 . . 510 BACE STREET. SIGMWI