# INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSU-BANCE COMPANY, Incorporated by the Legus-lature of Pennsylvania, 1885. Office, E. E. corner of THIRD and WALNUT Streets
Philadelphia.
MARINE INSURANCES
Vessels, cargo, and freight, to all parts of the world.
On goods by river, canal, lake, and land carriage, to all parts of the Union.
FIRE INSURANCES

on merchandles generally.
On Stores, Dwelling Houses, etc.

ABSETS OF THE COMPANY, \$100,000 United States 5 Per Cent Loan, \$100,000 United States 5 Per Cent. Loan, 1871.

120,000 United States 6 Per Cent. Loan, 1881.

200,000 United States 6 Per Cent. Loan, 1881.

125,000 United States 7 3-19 Per Cent. Loan, Tressury Notes.

125,000 City of Philadelphis 5 Per Cent. Loan (exempts).

84,000 State of Pennsylvania 6 Per Cent. Loan.

Cent. Loan.

20,000 State of Pennsylvania 5 Per Cent. Loan.

20,000 State of New Jersey Six Per Cent. Loan.

20,000 Pennsylvania Railroad, 18t Mortgage, Six Per Cent. Bonds.

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

25,000 Western Pennsylvania Railroad (Pennsylvania Railroad (Pennsylva 186,500,00 211,500.00 126,562-50 54,700,00 44,620'00 B0.789\*00 20,500,00 24,250'00 20,750\*00

18,000\*00 46'00 15,000.00 8,258\*25 8,950\*00 20,000\*00 195,900-00 \$1,045,050 par.

Market value. \$1,070,280-75 Real Estate
Bills receivable for insurances 86,000\*00 27,687 20 88,023:90 2,930.00 41,540\*00 \$1,407,321 56

This being a new enterprise, the Par is assumed as the market value. Thomas C. Hand, Samuel E. Stokes, ohn C. Davis, Edmund A. Souder, Theophilus Paulding, John R. Penrose, Henry Sloan,
William G. Boulton,
Edward Darlington,
H. Junes Brooke, John R. Penrose, James Traquair, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph H. Seal, George G. Leiper, Hugh Craig, John D. Taylor, Jacob Riegel, Edward Latourcade James Traquair,
Henry C. Dallett, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seai,
George G. Leiper,
John D. Taylor,
Jacob Riegel,
THOMAS
JOHN C. DAVIS, Vice-President,
HENRY LYLBUBN, Secretary.

Henry C. Dallett, Jacob P. Jones,
Jacob P. Jones,
James T. Jacob P. Jones,
James H. McFarland,
Johnus P. Eyre,
Jenus H. McGarden,
Johnus H. Edward Latourcade,
Johnus H. Edward Latourcade,
Johnus H. McGarden,
Johnus H.

1829—CHARTER PERPETUAL.

#### Franklin Fire Insurance Co. OF PHILADELPHIA, OFFICE:

NOS. 425 AND 427 CHESNUT STREET. ASSETS ON JANUARY 1, 1867, \$2,553,146'18,

.... 9400,000°00 .... 946,713°98 ....1,206,432°18 ccrued Surplus. UNSETTLED CLAIMS. INCOME FOR 1866, LOSSES PAID SINCE 1829 OVER \$5,500,000.

Perpetual and Temporary Policies on Liberal Terms DIRECTORS. George Fales, Aifred Fitter, Francis W. Lewis, M. D. Charles N. Bancker, Tobias Wagner, Peter McCall, Thomas Sparks. W. Richards J. W. MCALLISTER, Secretary protein, [31 t1251]

TAKE A LIFE POLICY

## IN THE

BROOKLYN LIFE INSURANCE COMPANY

OF NEW YORK.

OFFICE: N. E. Cor. SEVENTH and CHESNUT.

E. B. COLTON,

PROVIDENT LIFE AND TRUST COMPANY

PROVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA,
No. 111 BOULD FOUNTH Street,
INCOMPORATED 3G MONTH 23G, 1865.
CAPITAL, \$100,000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5,
10, or 26 year Premiums, Non-iorielitre.
Annuties granted on invorable 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 Lite 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,
BIRECTORS.
SAMUEL R. SHIPLEY, HENRY HAINES,
JOSHUA H. MORRIS,
RICHARD WOOD,
RICHARD WOOD,
RICHARD WOOD,
RICHARD CADEURY,
WILLIAM HACKER,
CHARLES F, COFFIN.
SAMUEL B. SHIPLEY, ROWLAND PARRY,
President.
THOMAS WISTAR, M. D., J. B. TOWNSEND.
TIRE INSURANCE EXCLUSIVELY,—THE

HIRE INSURANCE EXCLUSIVELY,—THE PANY-Incorporated 1825—Charter Perpetual—No. 519 w ALNUT Street, opposite Independence Square. 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 Capital, 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.

DIRECTORS.

Deniel Smith, Jr., John Devereux, Alexander Benson, Thomas Smith, Inaac Hastehurat, Henry Lewis, Thomas Eobbins, J. Gillingbam Fell, Daniel Haddock, Jr., President, William G. Crowell, Secretary, 350

THENIX INSURANCE COMPANY OF PHCENIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED ISSECHARTER PERPETUAL.
No. 228 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, merchandles, 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 premptly adjusted and paid, been premptly adjusted and paid.
Insurence Lewis, Jr.

John L. Hodge,
M. B. Mahony,
John T. Lewis,
William S. Grant,
Robert W. Leaming,
D. Clark Wharton,
Samuel Wilcox,
John W. Hory,
Bernston,
John K. Howers,
Lohis C. Norria,
John W. Hory,
John W. Horston,
John M. Howers,
John M. Howers,
John M. Howers,
John M. Howers,
John M. Honge,
John M. Howers,
John M. How SAMUEL WILCOX, Secretary

INSURANCE COMPANIES.

INSURANCE COMPANY

OF NORTH AMERICA. OFFICE, No. 222 WALNUT ST., PHILADELPHIA INCORPORATED 1794. CHARTER PREPETUAL. CAPITAL, \$500,000.

ASSETS, JANUARY 8, 1867, \$1,763,267-21 INSURES MARINE, INLAND TRANSPOR TATION AND FILE SISKS,

Arthur G. Coffin,
Samuel W. Jones,
John A. Brown,
Charles Taylor,
Ambrose White,
Richard D. Wood,
William Weish,
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. 1255

GIRARD FIRE AND MARINE INSURANCE COMPANY. (No. 639)

N. B. COR. CHESNUT AND SEVENTH STS. CAPITAL AND SURPLUS OVER \$200,000 INCOME FOR 1866, \$103,934. Losses Paid and Accrued in 1866, 847,000

Of which amount not \$3000 remain unpaid a: this date \$100,000,000 of property has been successfully meured by this Company in thirteen years, and Eight Hundred Losses by Fire promptly paid. DIRECTORS.

DIRECTORS.

Furman Sheppard.

Thomas MacKellar,
John W. laghorn,
Joseph Klapp, M. D.

THOMAS CRAVEN, President
A. S. GILLETT, Vice-President
2 22fmwl

DIRECTORS.

Silas Yerkes, Jr.,
Aired S. Gillett,
N. S. Lawrence,
Charles I. Dupont,
Henry F. Kenney,
THOMAS CRAVEN, President
A. S. GILLETT, Vice-President,
2 22fmwl Furman Sheppard. Thomas MacKellar, John Supplee, John W. laghorn,

### ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS,—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINERRS, 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 mily 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 abortest notice, High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal from Forgings of all sizes 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 at the establishment free of charge, and work guar anteed.

The subscribers have ample wharf-dock room for

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

JACOB C, NEAFIE,

JOHN P, LEVY,

8212 BEACH and PALMER Streets,

J. VAUGHAN MEBRICK. WILLIAM H.IMERRICK

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Works, Workshops, and
Rallroad Stations, etc.

Railroad Stations, etc.
Retorts and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grist Milis, Vacuum Paus, Open Steam Trains, Defecators, Filters, Pumping En gines, etc.

Sole Agents for N. Billeux's Patent Sugar Bolling
Apparatus, Nosmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine.

BRIDESBURG MACHINE WORKS No. 65 N. FRONT STREET.

We are prepared to fill orders to any extent for our MACHINERY FOR COTTON AND WOOLLEN MILLS, Including all recent improvements in Carding, Spinning, and Weaving.

We invite the attention of manufacturers to our ex-ALFRED JENKS & SON,

FIRE AND BURGLAR PROOF SAFES

## C. L. MAISER.

MANUFACTURES OF FIRE AND BURGLAR-PROOF SAFES.

LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, NO. 484 BACE STREET.

A LARGE ASSORTMENT OF FIRE A LARGE ASSUNTMENT of the first declaration of

# PROPOSALS.

MPROVEMENT OF THE DES MOINES
RAPIDS OF THE MISSISSIPPI RIVER.
U. S. ENGINEER'S OFFICE, DAVENPORT, Iowa, July 24, 1867, Scaled proposals, in duplicate, will be received at this office until 12 M., WEDNESDAY September 4, 1867, for excavating the prism and constructing the embankment wall of the Canal for the improvement of the navigation of the Mississippi river at the Des Moines

Rapids.

The Canal is to be about 7½ (seven and one-half) miles long, extending from Nashville to Keokuk, Iowa. The width at the water surface inside the canal to be 300 (three hundred) feet in embankment, and 250 (two hundred and fifty) feet in excavation, and in low water to be 5 (five) feet deep. All the material excavated from the prism of the canal to be used in building the embankment. The latter throughout the greater part of the distance will be about the greater part of the distance will be about 300 (three hundred) feet from the Iowa shore. Where rock excavation occurs, the bottom of the canal will have a slope of 1½ (one and one-haif) inches to the mile. The embankment is to be built of earth clay and rock; to be 10 (ten) feet wide on top, including the rip-rap covering; to be 2 (two) feet above high-water mark, with slopes of 1½ (one and one-haif) base to 1 (one) vertical. The average thickness of the rip-rap protection to be 2½ (two and one-haif) feet on the river side, 2 (two) feet on the canal side, and 1 (one) foot on top.

aide, and I (one) foot on top.

All propositions must state the price at which each and every kind of work specified in the proposal is to be done, and no bid will be considered that is not definite in this respect.

The Government reserves the right to reject any and all hids.

A printed copy of this advertisement must be attached to each proposal.

Each bid must contain a written or printed guarantee signed by two responsible persons.

Blanks for proposals of the form required, with form of guarantee, will be furnished at this office on application.

The price or prices in the contract will be considered as including the expense of furnishing all the materials and performing all the work,

sidered as including the expense of furnishing all the materials and performing all the work, according to the plans and specifications exhibited at the letting.

The entire cost of the canal is estimated at \$2,085,345 (two million sixty-eight thousand three hundred and forty-five). The amount appropriated by Congress is \$700,000 (seven hundred thousand dollars)—the contract can only be made to cover this amount.

Fifteen (15) per cent, of the amount of any work done or materials furnished, at the contract price thereof, will be reserved until the whole work which is the subject of contract shall be entirely completed.

Persons desiring further information can obtain the same by calling at this office, where maps, plans, specifications, and form of contract can be consulted.

Proposals must be addressed to the undersigned, and should be endorsed "Proposals for work on the improvement of the Des Moines Eapida."

Lieut,-Col. 35th Infantry,
Lieut,-Col. 35th Infantry,

Byt. Major-General U. S. Army. 7 80 4W

#### RAILROAD LINES,

DENNSYLVANIA CENTRAL RAILROAD SUMMER 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 source of it. square of it.

On Sundays—The Market Street cam leave Front and Market Streeta 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 Cheenut streets,
Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 901 Cheenut street, or No. 1 South Eleventh street, will receive attention.

901 Chesnut street, or No. 1 South Eleventh at receive attention.

Mail Train 88
Paoli Accommodation, No. 1 10
Fast Line and Eris Express. 12
Paoli Accommodation, No. 2 11
Harrisburg Accommodation 2
Lancaster Accommodation 5
Parkesburg Train 5 This dephis Landay.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNE, Agent, No. 187 DOCK Street. TRAINS ARRIVE AT DEPOT, VIZ.:-Cincinnati Express.
Philadelphia Express.
Erie Maii. Eric Mail.

Paoli Accommodation No. 1.....

Parkesburg Train.

Lancaster Train.

Fast Line and Eric Express.

Pauli Accommodation, No. 2....

Pauli Accommodation, No. 3....

Pauli Accommodation, No. 3....

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

General Superintendent, Altoona, Pa. 

lorence. At 5 and 10 A. M., 1, 4, 5, 6, and 11 30 P. M., for Edgewater, Riverside, Riverton, and Palmyra, At 5 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Fish House,
The 1 and 11:20 P. M. Lines 122-15
Street Ferry, upper side.
Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT
LINES FROM KENSINGTON DEPOT 1 and 11:30 P. M. Lines leave from Market

Will leave as follows:—
At II 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°30, 5. and 12 P. M., for Schencks. Schencks. M., 230 and 5 P. M., for Eddington.
At 10:15 A. M., 230 and 5 P. M., for Eddington.
At 7:30 and 10:15 A. M., 230, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
BELVIDERE DELAWARE RAILROAD LINES,

From Kensington Depot,
At & A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandalgus, Elmira, Ithaca, Owego, Rochester,
Binghamton. Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, At 8 A. M. and 3.30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.

The 330 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethleat 5 P. M. for Lambertville and intermediate Sta-

lines from West Philadelphia Depot, via Connecthines from west Finnacians part Spot, via Connecting Railway, will leave as follows:

At 120 A. M., and 130 and 630 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25.

The 120 A. M. and 630 P. M. Lines will run daily. All others, Sundays excepted.

July 15, 1867.

WM. H. GATZMER, Agent. FOR CAPE MAY BY RAILROAD, FROM

FOR CAPE MAI DI RAIBMOAD, FA foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July 18, 1867. 9-00 A. M. Morning Mail. Due 12-25 P. M. 3-00 P.M. Cape May, Passenger. Due 7-18 P. M. 4-00 P. M. Express. Due 7-05 P. M. 4-66 P. M. Express. Due 7-65 P. M.

BETURNING TRAINS LEAVE CAPE ISLAND.
6-86 A. M. Morning Mail. Due 10-07 A. M.
9-60 A. M. Fast Express. Due 12-07 P. M.
5-60 P. M. Cape May Express. Due 25 P. M.
The SUNDAY MAIL and PASSENGER TRAIN
leaves Philadelphia at 7-00 A. M., returning leaves
Cape Island at 5-00 P. M.
Commutation tickets, good for ONE, THREE, or
TWELVE months, can be procured at the Office of
the Company, Camden, N. J.
Through tickets can be procured at No. 828 Chesnut
street (under the Continental Hotel). Persons
purchasing tickets at this office can have their paggage checked at their residences.

WEST JERSEY RAILROAD LINES,

MEST JERSEY RAILROAD MINES, from foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July 13, 1867.
Section 200 A. M. Morning Mail, for Bridgeton, Salem, Milville, Vinciand, and intermediate stations.
900 A. M. Cape May Morning Mail.
300 P. M. Cape May Accommodation.
330 P. M. Bridgeton and Salem Passenger,
450 P. M. Woodbury Accommodation.
Cape May Freight leaves Camden at 920 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 2.00 A. M. will go forward the same day. Freight Delivery, No. 228 S. DELAWARE Avenue 72 if WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI

Leave Chesnus Hill 750 A. M. 1240. 540, and 928
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 75, 9, and 1105 A. M. 12, 8, 15, 65, 66, 848, and 18 P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 12, 8, 15, 68, and 85 P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M., 230 and 715 P. M.
Leave Norristown 7 A. M., 530 and 9 P. M.
FOR MANAYUNE.
Leave Philadelphia 6, 75, 9, and 1106 A. M. 12, 3, 15, 55, 68, 870, 98, and 115 P. M.
Leave Manayunk 640, 75, 870, 98, and 115 A. M. 2 15, 56, 68, 9, and 108 P. M.
Leave Manayunk 670, 75, 870, 98, and 115 A. M. 2 15, 56, 68, 9, and 108 P. M.
Leave Manayunk 75, A. M. 6 and 95 P. M.
Leave Manayunk 75, A. M. 6 and 95 P. M.
Leave Manayunk 75, A. M. 6 and 95 P. M.
Leave Manayunk 75, A. M. 6 and 95 P. M.
Leave Manayunk 75, A. M. 6 and 95 P. M.
Leave Manayunk 75, A. M. 6 and 95 P. M.
Leave Manayunk 75, A. M. 6 and 95 P. M.
Leave Manayunk 75, A. M. 6 and 95 P. M.

SHORTEST ROUTE TO THE SEA-SHORE!
CAMBEN AND ATLANTIC BAILBOAD.
THROUGH IN TWO HOURS. Five Trains daily to Atlantic City, and one on Sun-On and after SATURDAY, June 29, 1867, trains will

eave VINE Street Ferry, as ioliows;-BETURNING-LEAVES ATLANTIO Special Excursion 548 P. M.
Maii 440 P. M.
Freight 1140 A. M.
Express (through in two hours) 768 A. M.
Accumodation 545 A. M.
Junction Accommodation to Jackson and intermediate Stations leaves Vine street 578 A. M.
Returning leaves Jackson 628 A. M.
HADDON FIELD ACCOMMODATION TRAINS 

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Manch Chunk, Haselton, White Haven, Wilkesbarre, Mahanoy City, Mount Carniel, 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.
NINE DAILY TRAINS.
On and after WEDN ESDAY, May 8, 1887, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—
At 7-45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh, Valley Railroad for Allentown, Catasangua, Slatington, Mauch Chunk, Weitkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys, also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawiasa Railroad, for Mahanoy City, and with Catawiasa Railroad, for Mahanoy Danville, Milton, 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 1155 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 8-46 A. M.—Accommodation for Doylestown, stop-

and points on New Jersey Central Ratiroad to New York.

At 8.45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Fassengers for Willow Grove. Hatboro, and Hartaville, by this train, take the stage at Old York road.

At 10.15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1.26 P. M.—Express for Bethiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carusel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

Passengers for Greenville take this train to Quakertown.
At 2-48 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers take
singe at Doylestown for New Hope; at North Wales
for Sumneytown.
At 4 P. M.—Accommedation for Doylestown, stopping at all intermediate stations. Passengers for
Willow Grove, Hathoro, and Hartsville, take stage
at Abingt n; for Lumberville at Doylestown.
At 5-29 P. M.—Through accommodation for Bethlebem and all stations on main line of North Pennaylvania Hallroad, connecting at Bethlehem with Lehigh
Valley Evening train for Easton, Allentown, and
Mauch Chunk. Mauch Chunk.

At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11:30 P. M.—Accommodation for Fort Wash-

At 11:26 P. M.—Accommodation for Fort Washington,
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 9:15 A. M., 2:05 and 8:40 P. M.
2:05 P. M. train makes direct connection with Lehigh
Valley trains from Easton, Wilkesbarre, Malianoy
City, and Hazleton. Passengers leaving Easton at
11:20 A. M. arrive in Philadelphia at 2:05 P. M.
Passengers leave Wilkesbarre at 1:30 P. M., connect
at Bethlehem at 6:15 P. M., and arrive in Philadelphia
at 8:40 P. M.
From Doylestown at 8:25 A. M., 5:10 P. M., and
7:40 P. M.
From Lansdale at 7:30 A. M.

From Doylestown at 8°25 A. M., 5°10 P. M., and 7°40 P. M.
From Lansdale at 7°30 A. M.
From Fort Washington at 11°50 A. M. and 2°05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9°30 A. M.
Philadelphia for Doylestown at 2°45 P. M.
Doylestown to Philadelphia at 7°20 A. M.
Bethlehem to Philadelphia at 7°30 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.

Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 105 S. FIFTH Street. Express Office, No. 105 S. FIFTH Street.

W EST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARBANGEMENT.
On and after MONDAY, June 24, 1887, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M., 2:30 P. M., 4:16 P. M., 4:50 P. M., 7:00 P. M., and
10:30 P. M.

Leave Philadelphia for West Chester, at 7:15 A. M., 11 A. M., 2:30 P. M., 4:16 P. M., 4:30 P. M., 7:00 P. M., and 10:30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 6:16 A. M., 7:15 A. M., 7:30 and 10:45 A. M., 1:35 P. M., 4:50 and 6:50 P. M.

Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 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 7:16 A. M., and going west will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 5:30 P. M.

Leave Media for Philadelphia at 6:40 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 teaving Pront and Market streets thirty minutes previous to detarture.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down

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

ON SUNDAYS.

Leave Philadelphia at 800 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 715 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. R. K., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel 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 .-Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Fennsylvania.

ELEGANT SLEEPING CARS on all Night Traina. On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Eric Railroad will run as follows:—

Mail Train leaves Philadelphia

leaves Williamspors

arrives at Erie

Erie Express leaves Philadelphia
leaves Williamsport

arrives at Erie

Elmira Mail leaves Philadelphia
leaves Williamsport

arrives at Lock Haven

EASTWARD, 

Frie Express leaves Erle.

leaves Williamsport.

arrives at Philadelphia.

Elmira Mail leaves Lock Haven.

leaves Williamsport.

arrives at Philadelphia. Oil City at 950 A. M.
Leaving Philadelphia at 7:30 P. M., arrive at Oil
City at 9:38 P. M.
All trains on Warren and Franklin Railway make
close connections at Oil City with trains for Franklig
and Petroleum Centre.
Baggage checked through,
ALFRED L. TYLER,
General Superintendent.

DHILADELPHIA AND BALTIMORE CEN
THAL RAILROAD.—Summer Arrangements,
On and siter SATURDAY, June 1, 1857, Trains will
leave Philadelphia, from the Depot of the West
Chester and Philadelphia Railroad, corner of
THIRTY-FIRST and CHESN UT Streets (West Philadelphia), at 7:15 A. M. and 4:50 P M.

Leave Rising Sun at 5:15 and Oxford at 6:08 A. M.,
and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Car attached, will
ron on Tuesdays and Fridays, leaving the Rising Sun
at 11:15 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 2:30 P. M., rin
ing through to Oxford.

The Train leaving 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 Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4:50 P. M., rins to
Rising Sun, Md.

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

5:118

A NN A MESSIC 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 Rallroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro. Newbern, Charleston, Savannah, Raisigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile, New Orleans, and intermediate points,
For tickets and information inquire at Offices, Nos.
11 and 82 CHENUT Street, or at Depot, BROAD
Street and WASHINGTON Avenue.
[71:80]
H. V. TOMPKINS, General Agent, Norfolk, Va.
C. L. TROWERIDGE, General Passenger Agent,

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY.
Commencing SUNDAY, June 23, 1887, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphis, foot of Market street (upper ferry), at 7 A. M.
heturning leave Cape Island at 5 P. M., stopping at
principal Stations only.
Fare \$700. Excursion Tickets, \$100. Good this day
and train only.

WILLIAM I. SEVEN WILLIAM J. SEWELIA

RAILROAD LINES.

READING RAILBOAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
Leaving the Company's Depot, at THIRTEENTE
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 Stationa,
Returning, leaves Reading and intermediate Stationa,
Returning, leaves Reading at 6:30 P. M., arriving in
Philadelphia at 8:10 P. M.

MORNING EXPRESS,

At 8:15 A. M., for Reading, Lebanon, Harrisburg,
Pottaville, Pinegrove, Tamagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo,
Allentown, Wilkesbarre, Pitiston, York, Carlisle,
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 Will
iamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Camberiand Valley
and Schuylkill and Scaguehanna frains for Northumberiand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

beriand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphis at 3:30 P. M., for Reading
Pottsville, Harrisburg, etc., connecting with Reading
and Columbia Railroad trains for Columbia, etc.
POTISTOWN A COOMMODATION

Leaves Potistown at 6:20 A. M., stopping at intermediate Stations arrives in Philadelphia at 8:40 A. M.
Returning, leaves Philadelphia at 8:30 P. M.; arrives
in Pottstown at 8:45 P. M.

Leaves Reading at 7:30 A. M., stopping at all way
stations, arrives at Philadelphia at 10:18 A. M.
Returning, leaves Philadelphia at 10:18 A. M.
Returning at 7:40 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.

Trains for Philadelphia leave Harrisburg at 8:10 A.

B Reading at 745 P. M.

Trains for Philadelphia leave Harrisburg at 840 A.

M., and Potsville at 845 A. M., arriving in Philadelphia at 140 P. M. Afternoon trains leave Harrisburg at 140 P. M., Pottsville at 245 P. M., arriving in Philadelphia at 645 P. M.

HARRISBURG ACCOMMODATION

HARRIBURG ACCOMMODATION
Leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Atternoon Accommodation south at 630 P. M., arriving in Philadelphia at 910 P. M.
Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Pottsville and all way stations. Leaves Pottsvilleat 706 A. M. for Philadelphia and all way stations.
All the above trains run dally, Sundays excepted. Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 317 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 428 P. M.

CHESTER VALLEY RAILROAD.

P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 730 A. M., and 500 P. M., trains from Philadelphia, returning from Downingtown at 510 A. M. and 1'00 P. M.

M. and 1'00 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST

Leaves New York at 9 A. M. and 5 and 5 P. M., passing Reading at 1'80 A. M. and 5 and 10'06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittaburg, Chicago. Williamsport, Elmira, Baltimore, etc., Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittaburg, at 3 and 8'45 A. M. and 9 P. M., passing Reading at 4'4 and 10'50 A. M., and 4'40 and 1'15 P. M., and arriving in New York at 10'10 A. M., and 4'40 and 8'20 P. M. Sleepingcars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2'10 P. M., Mail train for Harrisburg leaves New York at 12 M. at 12 M.
SCHUYLKILL VALLEY RAILROAD,
Trains leave Pottsville at 7 and 11 20 A. M., and 7 p. M., returning from Tamaqua at 7 35 A. M. and 14

E HUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 350 P. M., and from Tremont at 735 A. M. and 525 P. M.

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

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.

stations, by Reading and Pottstown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. 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, \$52.50 each of 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 hall 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 daily at 5:30 A. M., 12:45 noon, and 8 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points forward.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal stations only at 2 15 P. M.

PHILADELPHIA, WILMINGTON AND BAL-

PHILADELPHIA, WILBIINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1867, Trains will
leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mill Train at 830 A. M. (Sundays excepted)
for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wimington for
Cresheld and intermediate stations. crisfield and intermediate stations.

Express Train at 1150 A. M. (sundays excepted) for Baltimore and Washington.

Express Train at 320 P. M. (sundays excepted) for Baltimore and Washington, Stoping at Chester, Thur low, Linwood, Claymont, Wilmugton, Newport, Stanton, Newark, Elkton, Northess, Charlestown, Perry Will, Hayesdedirese, Abardees, Parrymans, Education ton, Newark, Elkion, Northesse, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perrymani's, Edgewood, Magnolia, Chase's, and Stemmer's Ron.

Night Express at 11'99 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Sautrdays excepted) with Delaware Rairoad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Sallsbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11'90 P. M. Train.

WILMINGTON TRAINS,

Stopping at all Stations between Philadelphia and Wilmington.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12'80, 2'00, 4'30, 6'00, and 11'20 (daily) P. M. The 4'30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 6'00 P. M. Train rous, to New Castle.

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

Leave Baltimore 7'25 A. M., Way Mail, 9'35 A. M., Express, 2'15 P. M., Express, 6'35 P. M., Express, 5'55 P. M., Express, 5'55 P. M., Express, 6'35 P. M., Express, 6'35 P. M., Express, 5'50 P. M., Express, 6'35 P. M., Express, 5'50 P. M., and Wilmington. Also stops at Northeast, Eikton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at 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 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 the commission of the leave passengers from Washington or Baltimore, and the leave passengers from Washington or Baltimore, and Washington or Baltimore, and Washing

To persons going out of town.

CALL AT SMITH'S. NO. 328 CHESNUT STREET And supply yourselves with

TOURISTS' WRITING DESKS, DRESSING CASES, CHESSMEN, 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. 22 North WATER Street, and No. 22 North DELAWARE Avenue, PHILADELPHIA. EDWIN H. FITJER, MICHAEL WEAVER, CONRAD & CLOTHIEB. 214

COTTON AND FLAX,

BAIL DUCK AND CANVAS,
Of all numbers and brands,
Tent Awning, Trunk, and Wagon Cover Duck, Also,
Paper Manufacturers' Drief Felts, from one to say en
feet wide; Panling, Beiling, Bail Twine, etc.

JOHN W. EVERMAN & CO.,
No. 108 JONES Alley,

SHIPPING STEAM TO LIVERPOOL-CALL ALCON . 

CITY OF PARIS.

ETNA

Wednesday, August 24

ETNA

Wednesday, August 25

ANTWERP

Saturday and Wednesday, a;
noon, from Pier No. 45 North River.

RATES OF PASSAGE

Payable in Gold.

Payable in Currency

First Cabin.

110 Steerage.

To London.

115 To London.

125 To Paris.

To Paris.

126 To Paris.

Passage by the Wednesday Steamera.—First Cabin.

\$\frac{410}{410}\$ Passage for Liverpool or Queenstown, \$\frac{46}{400}\$ energy passage from Liverpool or Queenstown, \$\frac{46}{400}\$ energy passage from Liverpool or Queenstown, \$\frac{46}{400}\$ energy Tickets can be bought here by persons sending for their irlends.

For further information apply at the Company's office.

No. 15 BROADWAY, N. Y.

8 7 \frac{5}{4}\$ or No. 41 CHESNUT St., Philadelphis.

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES,
DRAFTS AVAILABLE THROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES,
For particulars apply to
No. 86 SOUTH Street, and No. 28 BROADWAY,
11 Or to THOS. T. SEARLE, No. 217 WALNUT

THROUGH AIR LINE TO THE SOUTH
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST.
Also, all points in North and South Carolina, viz
Seabourd and Roanoke Raliroad, and to Lynchburg,
Va., Tennessee, and the West, via Norfolk, Petomburg, South-Side Raliroad, and Richmond and Danville Raliroad, The regularity, safety, and cheapness of this rould commend it to the public as the most desirable madilum for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer. 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 SOUTHERN MAIL STRAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE, FOR NEW OBLEANS, LA.
JUNIATA, 1215 tons, Captain P. F. Hoxie,
TIGGA, 1075 tons, Captain J. F. Morse,
STAR OF THE UNION, (1076 tons,) Captain T. H.
Cooksey.

The STAR OF THE UNION will leave for New Orleans on SATURDAY, August 24th, from Pier No. 18 (second wharf below Spruce street).

The TIOGA will leave New Orleans for this port August 17.
Through bills of lading signed for freight to Mobile,
Calro, St. Louis, Louisville, and Cincinnati.
William L. James, General Agent,
418]
Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPARY'S REGULAR LINE
FOR SAVANNAM, GA.
TONAWANDA, 580 tons, Captain Wm. Jennings,
WYOMING, 850 tons, Captain Jacob Teal,
The steamship WYOMING will leave for the
above port on Saturday, August 10, at 8 o'clock A. M.,
from second wharf below 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 COM-PANY'S REGULAR SEMI-MONTHLY LINE FOR WILMINGTON, N. C.

The steamship PIONEER, 812 tons, Captain J. Bennett, will leave for the above port on Thursday, August 15, at so clock A. M., from Pier 18 (second whark below Soroce street),

Bilis o clading signed at through and reduced rates to all principal points in North Carolina.

Agents at William IL. JAMES, General Agent,

WILLIAM L. JAMES, General Agent,

No. 314 S. Delaware avenue.

HAVANA STEAMERS. 

For Freight or Passage apply to
For Freight or Passage apply to
THOMAS WATTSON & SONS,
5 18
No. 140 N. DELAWARE Avenu NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristel, Knoxville, Nashville, Dalton, and the Southwest,

Dalton, and the Southwest.

Beamers leave regularly from the first wharf above Market street.

Freight received daily.

No. 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetowa.

Mr. ELDRIDGE & Co., Agents at Alexandria, Vaginia.

OPPOSITION TO MONO-POLY. - DAILY LINE FOR BALTI-MORE, via Chesapeake and Delaware Caind.

Philadelphis and Baltimere Union Steamboat Company, 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. (Sundays excepted).

Carylog all description of Freight as low as any other line. 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 Merchanduse, Horses, Carriages, etc. etc.
For further information, apply to
JOHN L. RUOFF, Agent,
5 16 No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELA-ware and Haritan Canal. Express Steamboat Company Steam Pro-petiers leave Daily from first whart below Market street. Through in twenty-four hours. Goods for-warded to all points, North, East and West, freed commission.

Freights received at the lowest rates.

WM. P. CLYDE & CO., Agents,

No. 14 South Wharves. JAMES HAND, Agent, No. 104 Wall street, New York.

FOR NEW YORK.—SWIFTSURE
Transportation Company Despatch
and Swiftsure Lines, via Deiswars
and Raritan Canal, or and after the 18th of March,
teaving daily at 12 M. and 5 P. M., connecting will
all Northern and Eastern lines.

For freight, which will be taken upon accommodating terms, apply to
WILLIAM M. BAIRD & OS.,
112 No. 182 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS TO SHIP CAPTAINS AND OWNERS.

The undersigned having isseed the KENsington 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 Agenta, Ship-Carpenters, and Machinists
having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedi'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.

FRENCH STEAM

SCOURING.

ALBEDYLL MARX & CO.

NO. 132 SOUTH ELEVENTH STREET

NO. 510 MACE STREET. Signwi