THE DAILY EVENING TELEGAPH-PHILADELPHIA, TUESDAY, AUGUST 13, 1867.

CITY INTELLIGENCE.

10

[FOR ADDITION AL LACAL IVENS SER OUTSIDE PAGES,]

LARGE AND ENTRUSIANTIC REPUBLICAN MEETING

AT STRING GARDEN HALL-Lust night the Re-publicans of the Fourteenth Ward held their publicans of the Fourteenth Ward heid their initiatory meeting in the Spring Gartea Hall. They were called together by the Executive Committee of the Fourteenth Ward, for the pur-pose of securing the enrolment of all the Repub-licans in that rection of the city. Tais enrol-ment is intended to secure fair nominations and to prevent fraud. There was a large and en-thusiastic audience in attendance. A full brass band also added to the interest of the meeting. It is the intention of the meeting of this club to equip themselves with a handsome uniform, and remain permanently in session until the next Presidentia election. Colocil McLean occupied the Chair, and Dr. Bucknell acted as Secretary of the meeting.

Colonel McLean occupied the Chair, and Dr. Bucknell acted as Secretary of the meeting. After a number of inspiring airs from the band, the meeting was called to order about hall-past 8 P. M., by the introduction of the Hon. H. D. Moore. This gentleman, in his opening remarks, said that the platform of the Republican party was a sound one. He regretted to say that there were still Rebels remaining in the country, and that it was the duty of every good man to deteat that it was the duty of every good man to deleat them at the ballot-box. He alluded in terms of the strongest condem-

nation to the President's policy in removing Mr. Stanton, whom he characterized as the only real patriot in the Cabinet He asserted that the Democracy were in unison with the Rebeis who tried to overthrow the Government on the battle-field. He read the late letter of Robert Toombs in favor of the "lost cause." In con-clusion, he expressed the warmest sympathy with the objects of the meeting, and adjured every true man to throw his vote in favor of the Boundican nexts. Republican party. At the close of his speech he was loudly ap-

The band then played a number of patriotic

airs.

Colonel William B. Thomas was then introduced. He stated that it was impossible to wor-ship the Government and Mammon. He alladed ship the Government and Mammon. He alladed to the difference between the Republican party of to-day and the same party of days gone by. He said that the Republic was founded on prin-ciples deduced by legitimate reasoning, and that consequently it must live. He exhorted his hearers not to falter in the prosecution of their duty, and encouraged taken by saying that if they acted their parts well they could not fail. He charged the Democratic party of the North with the crime of bringing on the war, and them failing in their promises to the South. He said that he was born a Democrat, and only said that he was born a Democrat, and only turned when he discovered that the party to

which he then belonged was built upon shivery. He would have every man think for himself, and not be led by others. He characterized the President as a traitor, and called him a bad man and a hypocrite. He would not degrade the Presidential chair by calling Andrew John-son President. He called to mind the disgust-ingle dynahom state of the traided as at the traiingly drunken state of His Accidency at the inauguration, and contrasted nim with President Lincoln. He asserted that Andrew Johnson should be impeached. He said the North had no sympatay with the President. He averred that the extra session of Congress was due to the failure to impeach him; and arraigned Congress for the failure.

The Hon, William D. Kelley was then intro-duced. He began by stating his individual belief that Andrew Johnson ought to be im-peached, and said he had openly announced his opinion. He alluded to his famed address in Connect Hall Concert Hall.

At this point the Judge's remarks were dis-continued for a few minites, in consequence of the entrance of the Republicans of the Tenth

Ward, preceded by a band. The Judge resumed, and referred in terms of praise to Ashley, Boutwell, and Williams. He said his record on impeachment was a bold one. He expressed his surprise at the large au-He expressed his surprise at the large an-dience before him, and said he was inspired and gratified by it. He said that Mr. Stanton was not removed, but only suspended. He would nominate General Howard for the Presidency. He condemned the course of General Steedman.

believed Andrew Johnson to be a maniac. He charged his hearers to place good mea in nomination, and then "Go it blind." He warned them that everything depended on the next election.

He alluded to his trip to the South, and gave accounts of his rather warm reception at Mo-bile. Had it not been for Andrew Johnson the

A NEW NAVAL HOSPITAL is now being erected A NEW NAVAL HOSFITAL is now being erected by the United States (Government as Gray's Ferry road, below Shippen street, on the crounds of the present Naval Asylum. It covers an acre of ground, and will soon be entirely under root. The hospital is a decided orusment to that sec-tion of the city, and, when completed, will pre-sent a grand appearance. From the Ckesnut Street Bridge a commanding view can be had of the hospital, which consists of a centre building, with a number of wings. A passer by, from apwith a number of wings. A passer by, from ap-pearances, would judge that a small village was being erected. The material used in the con-struction of the hospital is of the best quality, and when completed, the structure will prove cre-ditable to all parties connected with its crection.

A SHOE-CUTTERS' PROTECTIVE UNION .- A meeting of shoe-cutters was held last evening at the hall, Filth and Locust streets, for the pur-pose of forming a shoe cutters' protective union. Francis Cevers was called to the chair, and W. E. Haltman was appointed to act as secretary. The committee appointed at a previous meeting to procure a suitable hall to meet in, made their report, which was accepted. Measures were then adopted to carry out the objects of the meeting, when an adjournment took place until next Monday evening.

THE WATER WORKS .- The statement below

shows the operations of the Philadelphia Water Works during the month of July:-

Galls, of Water Average pumped during bar of the month, per o ber of gails, per day, 23 969,128 7,881,125 2,929 995 Fairmount.

Total. ...1,117,580,565 87,741,497

672,251

INTEREST PAID.—The City Treasurer has paid out, since July 1, the sum of \$1,017,101.82, on account of interest due on that date, upon the funded debt of the city.

MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA-THIS DAY.

PHILADELPHIA BOARD OF TRADE, WILLIAM C. KENT, THOMAS E. ASHMEAD, CHARLES WHEELER, MONTHLY COMMITTER,

MOVEMENTS OF OCEAN STEAMERS.

 BOYKEMERTS OF OCEAN STI

 FOR AMERICA

 Morning Star...Havre....New York...

 Teutonia...Southampton..New York...

 C. of Dublin...Liverpool..New York...

 Tripol...Liverpool..New York...

 C. of Loudon...Liverpool..New York...

 Tarifa....Liverpool..New York...

 Tarifa....Liverpool..New York...

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 Jeverpool..New York...
 July July Java. Wm. Penn..... St. David...... ...London New YorkLiverpool...Quebec FOR EUROPE.

hina......Boston.....Liverpool. Aug. CoffwashingtonNew York...Liverpool.......Aug. Chlengo......New York...Liverpool......Aug. Tarita......New York...Liverpool......Aug. America....New York...Bremen....Aug. The Queen....New York...Liverpool....Aug. C of London...New York...Liverpool...Aug. Cleopatra...New York...Hamburg...Aug. Ileopatra...New York...Hamburg...Aug. Cella.....New York...Antwerp....Aug. Rising Star...New York...London....Aug. COASTWISE, DOMRSTIC, ETO. Juniata.....New Hork...New Orleans....Aug.

CLEARED YESTERDAY. Ship A. Boninger, Steenken, Bremen, Workman&Co, Echr D. E. Wolfe, Dole, Boston. Hammett & Neill. Schr Gev. Burton, Ludiam, Salem, Mammoth Vein Consolidated Coal Co. Schr H. W. Godfrey, Sears, Boston, L. Audenried&Co. Schr Thos. T. Tasker, Allen, Boston, New York and Schuyikili Coal Co. Schr Czar, Hammond, Boston, J. R. Tomlinson. Schr E. R. Graham, Smith, Boston, Dovey, Bulkley & Co.

Co. do. Schr Sarah Purves, Jones, Boston. do. Schr F. Keating, Danjeis, Bath, Tyler & Co. Schr H. A. McGahan, Call, Boston. do. Schr H. A. Weeks, Hickman, Boston, Day, Huddell

& Co. Schr J. H. Wainwright, Morris, Roxbury, Van Dusen,

POND'S EXTRACT OF HAMAMELIS OR PAIN DESTROYES. Is one of the tew nomestic remedies which have come into general use and favor, without puffing. It is the product of a simple shrub, harmiess in all cases and, as a domestic remedy, unequalled. EURNS. CURESS BURNS. BOTLA

MEDICAL.

BUBNS, BRUISES, LAMENESS	BOILS, STINGS, BORE EYES,
BORENESS	BLEEDING OF THE
SORE THROAT.	LUNGS, NOSE,
TOOTHACHE, EARACHE,	STOMACH.
NEURALGIA, RHEUMATISM	CORNS.
LUMBAGO, PILES,	ULCERS. OLD SORES.
And other aboutar troubl	mana and notural affections.

Quarts in bottle. Liberal discount to Physicians and Dealers,

SIMILIA SIMILIBUS CURANTUR. HUMPHREYS HOMCOPATHIC SPELIFICS.

HUMPHREYS HOMGOPATHIC SPA-IFICS. FAMILY CASES Of 55 large vials, morocco case, containing a specific for every ordinary disease a family is subject to, and a book of directions. Smaller Family and Travelling cases, with 20 to 25 vials. Specifics for all Diseases, both for Curing and for Preventive freatment, in vials and pocket cases. Address-HUMPHREYS SPECIFIC HOMGEOPATHIC MEDICINE COMPANY, Office and Depot, No. 562 BROADWAY, New York. Dr. HUMPHREYS in consulted daily at his office, personally or by letter, as above, for all forms of disease. For sube by DYOTT & CO. JOHNSON. HOL-

disease, For sale by DYOTT & CO., JOHNSON, HOL-LOWAY & COWDEN, T. R. CALLENDER, and AMBROSE SMITH, Wholesale Agents, Philadelphia, and at BLITHE'S Drug Store, No. 3120 Market street, and by all Druggists. Situths 5m

ENGINES, MACHINERY, ETC.

PENGINES, MACHINERT, ETC. PENN STEAM ENGINE AND BOILER WORKS,-NEAFIE & LEVY, ROUTICAL AND THEORETICAL ENGINEERS. MACHINISTS, BOILLER MAKERS, BLACK-SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively regimes ingh and low-pressure, from Boilers, Waten Tanks, Propellers, etc. etc., respectfully offer their irrot for engines of all size, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick desputch, fivery description of pattern-making made at the burblar, and Cylinder Bollers, of the best Pennsyl-tonia charcoal irron. Forgings of all sizes and kindes turning, Screw Cutting, and all other work connected with above basinees.

with the above bnainess. Drawings and specifications for all work dons at the establiabment free of charge, and work guar

The subscribers have ample wharf-dock room for The anoscribers have ample what-nock room for repairs of boats, where they can lie in perfect safety and are provided with ahears, blocks, fails, etc. etc. for raising heavy or light weights. JACOB C, NEAFIE, JOHN P, LEVY. 8210 BEACH and PALMER Streets.

5211 BEACH and PALMER Streets, J. VAUGHAN MERSICK, WILLIAM H., MERSICK JOHN E. COPEL SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, PHILADELPHIA, MERRICK & SONS, ENGINEERS AND MACHINISTS, MANUACTURE High and Low Pressure Steam Engines for Land, River, and Marine Service, Boliers, Gasconeters, Tanks, Iron Boats, etc. Castings of all kinds, either iron or brass. Iron Frame Rooks for Gas Works, Workshops, and Railroad Stations, etc.

Asilroad Stations, etc. Retorts and Gas Machinery, of the latest and most

improved construction. Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping En-

gines, etc. Sole Agenta for N. Billeux's Patent Sugar Bolling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centringal Sugar Draining Machine. 6 303

BRIDESBURG MACHINE WORKS OFFICE, No. 65 N. FRONT STREET,

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD DENNSTITVANIA CENTRAL BAILBOAD BUMMER TIME, TAKING EFFECT JUNE 2, 1857. The traine 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 Ches-nut and Wainut Streets Railway run within one square of it. Distindays—The Market Street cars leave Front and Market Streets thirty-nve minutes before the denarine of each traj. Steeping Car Tickels can be had on application at the Ticket office, N. W. cor. Ninih and Chesnut streets. Agents of the Union Transier Company will call for and cellver baggage at the Depot. Orders left at No. Pot Chesnut streets, or No. 1 South Eleventh street, will receive athention.

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At 245 P. M.-Accommpdation for Doylestown, At 245 P. M.-Accommpdation for Doylestown, stopping at all intermediate stations, Passengers take stage at Doylestown for New Hope: at North Wales for Sumneytown. At 4 P. M.-Accommodation for Doylestown, stop-

At 4.P. M.-Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for willow Grove, Hatboro, and Hartsville, take stage at Abingt n; for Lumberville at Doylestown. At 820 P. M.-Through accommodation for Bethle-hem and all stations on main line of North Pennsyt-vania Railroad, comhecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauori Chunk. At 620 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations. At 1120 P. M.-Accommodation for Fort Wash-ington.

ping at all intermediate stations.
 At 10:20 P. M.-Accommodation for Fort Washington.
 TRAINS ARRIVE IN PHILADELPHIA.
 From Bethiehem, at 915 A. M., 205 and 840 P. M.
 206 P. M. train makes direct connection with Lebigh
 Valley trains from Easten, Wilkesbarre, Mahanoy
 City, and Hazleton. Passengers leaving Easton at 1120 A. M. arrive in Philadelphis at 205 P. M.
 Tassengers leave Wikesbarre at 1 30 P. M., connect at Bethiehem at 615 P. M., and arrive in Philadelphis at 205 P. M.
 From Doylestown at 825 A. M., 510 P. M., and 740 P. M.
 From Doylestown at 825 A. M., 510 P. M., and 740 P. M.
 From Fort Washington at 1150 A. M. and 305 P. M.
 Philadelphis for Bethiehem at 930 A. M.
 Philadelphis for Bethiehem at 930 A. M.
 Philadelphis for Doylestown at 245 P. M.
 Doylestown to Philadelphis at 720 A. M.
 Philadelphis for Doylestown at 430 P. M.
 Teth and Sixth Streets Passenger cars convey passengers to and from the new depot.
 White cars of Second and Thicket Office in order to secure the rocured at the Ticket Office in order to secure the rocured at the Ticket Office in order to secure the sovest rates of fare.
 Tickets sold and Basgage checked through to principal points at Mann's North Pennsylvania Basgage Express Office,
 11
 No. 105 St FIFTH Street.

INO. 105 S. FIFTH Street.
 W EST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. SUMMER ARRANGEMENT.
 On and alter MONDAY, June 24, 1867. Trains with have Depot, THIRTY-FIRST and CHESNUT Streets, west Philadelphia, as follows: Leave Philadelphia for West Chester, at 7:15 A. M., 10 A. M. 230 P. M., 415 F. M., 450 F. M., 700 F. M., and 10'30 F. M.
 Leave West Chester for Philadelphia, from Depot on East Market street, at 6:15 A. M., 7:36 A. M., 175 A. M., 175 F. M., 450 and 650 P. M.
 Trains leaving West Chester at 7:30 A. M., and leav-ing Philadelphia at 4:50 P. M., will stop at B. C. Junc-tion and Media only.
 Passengers to or from stations between West Ches ter and B. C. Junction going east, will take train leaving West Chester at 7:15 A. M., and going wesi will take train leaving Philadelphia at 4:50 P. M. Leave Media for Philadelphia at 6:40 P. M.
 Leave Philadelphia for Media at 5:30 P. M.
 Leave Media for Philadelphia at 6:40 P. M.
 Leave Media for Philadelphia at 6:40 P. M.
 The Market Street cars will be in waiting, as usual,

Leave Media for Philadelphia at 0 to 7, 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 det arture.

tions. Lines from West Philadelphia Depot, via Connect-ing Ballway, will leave as follows:-At 120 A. M., and 120 and 620 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$3 25, The 120 A. M. and 6 20 P. M. Lines will run daily. All others, Sundays excepted. July 16, 1867. WM. H. GATZMER, Agent.

South would already have been reconstructed. He stated that the South wants capital. The true men of the South to-day are those who fought us the most bravely on the battle-field.

He said that he saw in Ireland during the existence of the eviction laws no such abject poverty as he saw in Alabama. He laid the poverty of the South to the door of "cotton." He spoke of the fertility of the Southern soil and the salubrity of the climate, and urged the Northern laborer to emigrate there. He implored his hearers, by their interests, their families, and their country, that so long as Andrew Johnson remained in power, they should endeavor to swell the ranks of the Republican party.

THE LATE GEORGE ERETY, ESQ .- ACTION OF THE BOARD OF GUARDIANS .- A special meeting of the Board was held yesterday afternoon at the office, Seventh street, below Arch, to take action in reference to the death of the late President of the Board, George Erety, Esq., who ex-pired on Saturday morning last, about half-past 6 o'clock, at his late residence, No. 482 North Third street. John M. Whitall, Esq., was called to the chair, in taking which he expressed his sincere regret at the death of Mr. Erety. As an officer he had few superiors, being possessed of business tact which was requisite for the proper fulfilment of the dutics of the office. His re-markable kindness and peculiar faculties ren-dered him acceptable to all the members. Mr. J. B. Townsend, in rising to offer the usual resolutions of regret, paid a glowing tribute to the memory of the deceased. The resolutions were as follows:-

as follows:—
Resolved, That this Board have received with pro-found sorrow the intelligence of the death of our Pre-sidemt, George Erety, Esq. and desire to record eur testimory to the faithfui, efficient, and thorough man-ner in which he has fulfilled his dulies as our presi-ding officer, and to the admirable judgment with which he devoted his abilities to perfecting, in all its branches, the administration of this department of the municipal covernment.
Resolved, That by the decease of Mr. Ersty, the com-miformity directed to high and noble objects—the noor have lost a valued, urright, and public-splittled unformity directed to high and noble objects—the noor have lost a valued, urright, and public-splittled unformity directed to high and noble objects—the noor have lost a wise and zealous becehetor—and we have our affection and confidence.
That we tender our shoere sympathy to adorned a life of active meminess with that kindly and genial splitt which, while it attracted the warm friendahlp of others sill found its most grateful er-erise in the joys and cares of his home circle.
Resolved, That a copy of these resolved that
On motion of Mr. Brown, it was resolved that

On motion of Mr. Brown, it was resolved that the members of the Board should attend the funeral of the deceased.

On motion, it was resolved that the office should be draped in mourning on the day of the funeral. The Board then adjourned.

THE NEW FORREST BUILDING .- A very decided change is witnessed in the style and character of the buildings which are now erected in the business parts of Philadelphia, when compared to those put up a few years ago. We now see not only attention given to beauty of exterior, but to convenience and comfort, to light and ventilation within. The "Forrest Buildinz," on Fourth street, below Chesnut, which is now nearly ready for rooting, is in keeping with the advanced taste and progressive spirit of the times. The front is of Picton stone, of hand-some design, and will contribute much to the some design, and will contribute index in the tail improvement of the neighborhood. It is four stories in height, and in depth extends to Car-penter's court. The entire structure is designed for offices, and many of them will be lighted from a glass roof. There is a large hall which accounts along the offices on the main floor, and from a glass root. There is a large hall which extends along the offices on the main floor, and opens into an area, over which there is a sky-light. The new boilding will form the central one of the block, as it is intended at a future day to remove the old structure on the south, now used for offices, and to erect on the site a building similar to that on the north, which was put up a few years ago.

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the party of the second s

Lochman & Co. Schr Annie Magee, Ketchum, Boston, Borda, Keller

& Nutling. Schr E. W. Gardiner, Steelman, Boston, do. Schr L. S. Levering, Corson, Boston, Blakiston, Graeff & Co. Schr J. S. Weldon, Bowen, New Bedford, Rommel &

Hunter. Schr J. W. Everman, Outten, Lynn, Sinnickson & Co. Schr Hazleton, Gardiner, Pawtucket, Castner, Stick-ney & Weilington. Schr J. Donohue, Gilkey, Portamouth, Caldwell, Gor-don & Co.

don & Co. Schr S. Morris, Hewlit, Boston, Sawyer & Co. Schr S. Morris, Hewlit, Boston, Sawyer & Co. Schr A. Field, Petit, Cohassett Narrows, Captain. Str Ann Eliza, Richards, New York, W. P. Clyde & Co. Tug Thos, Jefferson, Allen, for Baltimore, with a tow of barges, W. P. Clyde & Co.

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MEMORANDA.

Steamshin Norman, Crowell, hence, at Boston yeserday morning. Barque Addie McAdams, Partridge, heuce, at Bos-on yesterday.

ton yesterday. Brig Marianna IV, Santos, hence at Lisbon 25th ult, Brig F. Foulke, Townsend, for Wilmington, N. C., cleared at Savannah sth inst. Brig Princeton, Wells, hence for Rockland, sailed from Holmes' Hole sth init. Schr Angler, Besse, from Wareham for Philadel-phia at Newport lith inst. Schr O. M. Pettit, for Philadelphia, sailed from Bris-tel sth inst. Schr W. Kallahan, Hunter, hence, at Washington uch inst.

Schr w. Kananan, Hunter, hence, at washington Schrs Ida V. McCabe and Alexander, for Philadel-

schr J. Barrett, hence for Providence, at New Lon-

con the inst. Schrs R. L. Loper, Dukes, from Pungo, N. C., and L. Schrs R. L. Loper, Dukes, from Pungo, N. C., and L. Poleger, Lawrence, from Winton, both for Philades-phia, at Norfolk 5th inst. Schr Telegraph, for Philadeiphia, sailed from New London 5th inst.

NOTICE TO MARINERS. The South Shoal Lightship has put into Edgartown for repairs, having parted from her moorings on the 20 inst. In a heavy gale from S.SE. to SW. She shipped a heavy sea, lost iarboard boat, broke davits, wheels, etc. etc.

Notice is hereby given that the Rattlesnake Shoal Lightvessel has been replaced on her station of Charleston bar, S. C. A. K. HUGHES, Lightbouse Inspector, Sixth District, Charleston, August 5, 1807.



1867. LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE.

1867. -ALBANY LUMBER OF ALL KINDS ALBANY LUMBER OF ALL KINDS, SEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK FLANK AND BOARDS, MAHOGANY, ROSEWOOD, AND WALNUT VENEERS.

1867.-CIGAR-BOX MANUFACTURERS. SPANISH CEDAR BOX BOARDS.

1867. SPRUCE JOIST. SPRUCE JOIST. FROM 14 TO 32 FEET LONG. SUFERIOR NORWAY SCANTLING. MAULE, BROTHER & CO., No. 2600 SOUTH STREET.

U. S. BUILDERS' MILL.

NON. 24, 26, AND 28 S. FIFTEENTH ST., ESLER & BRO., Proprietors.

ways on hand, made of the Best Seasoned Lumber,

AL IOW PRICES. WOOD MOULDINGS, BRACKETS, BALUSTER

AND NEWELS, Newers, Balusters, Bracket and Wood Mouldings, WOOD MOULDINGS, BRACKETS, BALUSTER AND NEWELS.

Walnut and Ash Hand Ralling, 3, 3%, and 4 inches BUTTERNUT, CHESNUT, and WALNU, MOULDINGS to order.

C. PERKINS LUMBER MERCHANT. Successor o R. Clark, Jr.,

Anna il to at him distant

NO. 324 CHRISTIAN STREET. antly on hand a large and varied assorting atteet, the last car connecting with each train leaving Front and Market streets thirty minutes previous to deterature. The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Cam-den and Annboy 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 street in the very or 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. R., for Oxford and intermediate points. Passengers are allowed to take wearing apparei only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hun-dred dollars, unless a special contract is made for, the same. <u>A 192</u> DHILADELPHIA AND ERIE RAILEROAD.--DHILADELPHIA AND ERIE RAILROAD .--

L SUMMER TIME TABLE, Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania. FLEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Erie Bailroad will run as follows: follows:- wristward, Mail Train leaves Philadelphia...... i leaves Williamsport..... arrives at Erie. Erie Express leaves Philadelphia..... leaves Williamsport... Elmira Mall leaves Philadelphia. i leaves Philadelphia. i leaves Williamsport...... a rrives at Lock Haven. , 8'10 P. M.

THILADELPHIA AND BALTIMORE CEN

PHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD.-Summer Arrangements-on and atter SATURDAY, June 1, 1877, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THRTY-FIRST and CHESNUT Streets (West Phila-delphia), at 7:15 A. M. and 4:50 P.M. Tave Rising Sun at 5:15 and,Oxford at 6:06 A. M. and leave Oxford at 3:25 P.M. A Market Train, with Passenger Car attached, will ran on Tuesdays and Fridays, leaving the Rising Sun at 1:15 A. M. Oxford at 12:00 M., and Kennett at 1:00 P. M., connecting at West Chester Junction with s train for Philadelphia. On Wednesdays and Satur-days trains leave Philadelphia at 2:30 P. M., run ing through to Oxford. The Train leaving Philadelphia at 7:15 A. M. con-metra at 0:xiord with a daily line of Stages for Peach Fotom, in Lancaster county. Returning, leaves Feach Rottom to connect at Oxford with the Atter-non Train for Philadelphia. The Train leaving Philadelphia at 4:50 P. M. runs to Reing Sun, Md. Tassengers allowed to take wearing apparel only massengers and the Company will not in any case bo responsible for an annount exceeding one hundred coultary, unleas a special contract be made for the same approximation Philadelphia Strong Train for the Company will not in any case bo responsible for an annount exceeding one hundred coultary, unleas a special contract be made for the same approximation Philadelphia Strong Train and the Company will not in any case bo responsible for an annount exceeding one hundred coultary, unleas a special contract be made for the same approximation the Company will not in any case bo responsible for an annount exceeding one hundred coultary, unleas a special contract be made for the same

ANNAMESSIC SHORT LINE AND

United States Mail Route to the South

and Southwest.

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

New Orleans, and intermediate points. For tickets and information inquire at Offices. Nos. 41 and 525 CH ESNUT Street, or at Depot, BROAL Street and WASHINGTON Avenue. 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, 1867, the SUNDAY MAIL AND PASSENGER TRAIN will leave Phile delphis, foot of Market street (upper ferry), at 7 A. M. Returning leave Cape Island at 8 P. M., stopping at principal Stations only. Fare, 53 00. Excursion Tickets, \$4 00. Good this day and frain only. principal Statio Fare, \$3'00, E and train only.

WILLIAM J. SEWELLA 0.2012

RAILROAD LINES.

TRAINS LEAVE DEPOT, VIZ :-

Florence. At 5 and 10 A. M., 4, 5, 5, 8, and 11:30 P. M., for Edge-water, Riverside, Riverton, and Paimyra. At 5 and 10 A. M., 1, 4, 5, and 11:30 P. M., for Fish Bouse. The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upperside. LINES FROM KENSINGTON DEPOT Will leave as follows:-

VIII leave as follows:-AL11 A, M., 430 P, M., and 12 P, M. (night), via Ken-ington and Jersey City, New York Express Lines.

are, \$3. At5, 10/15 and 11 A. M., 2'30, 3'30, 4'30, 5, and 12 P. M., T Trenten and Bristol, At 8 and 10/15 A. M., 2'30, 5, and 12 P. M., for Morris-

the 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., 250 and 5 P. M., for Eddington, At 750 and 10:15 A. M., 250, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Hoimesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations, BELVIDERE DELAWARE RAILROAD LINES, From Kensington Denot.

From Kensington Depot. At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamion, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,

at s A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.
 The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-

At 5 P. M. for Lambertville and intermediate Sta-

Mail Train Paoli Accommodation, No. 1..... Fast Line and Erie Express. Paoli Accommodation, No. 2. Harriaburg Accommodation. Lascaster Accommodation. Parkesburg Train. Western Accommodation Train. Cincinnail Express. Erie Mail.

Cincinnati Express.

receive att

Mail Train

3

RAILROAD LINES.

R E A D I N G R A I L B O A GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, KORTHWEST, AND IHE CANADAS "UMMER ARRANGEMENT OF PASSENGER TRAINS, May 6, 1897, Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets Philadelphia, at the fol-lowing hours

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P. M. Passengers for Downingtown and intermediate points take the 7:80 A. M., and 5000 P. M. trains from Philadelphia, returning from Downing town at 6:10 A. M. and 1:00 P. M. NEW YORK EXPRESS FOR PITTBBURG AND THE WEST Lesves New York at 9 A. M. and 5 and 5 P. M., and connecting at Harrisburg with Ponnsylvania and Northern Central Railroad express trains for Pitts-burg. Chicago. Williamsport, Eimira, Baitimore, etc. Keurning, express train leaves Harrisburg on ar-rival of the Pennsylvania express from Pittsburg, at 3 and 8'45 A. M. and 9 P. M., passing Reading at 4'4 and 10'30 A. T., and 4'20 and 11'15 F. M., and sarriving in New York at 19'10 A. M. and 4'40 and 5'20 P. M. Steeping cars accompany these trains through betwees Jersey City and Pittsburg, without change. — A mail train for New York leaves Harrisburg at 2'4 P. M. Mail train for Harrisburg leaves New York at 'M. SCHUYLKHLL VALLEY RAILBOAD.

Trains leave Pottaville at 7 and 11:30 A. M., and 7:15 A. M., returning from Tamaqua at 7:35 A. M. and 1:45

P. M., returning from Tamaqua at 7.55 A. M. and PM and 4:15 P. M. Sc. HUYLKIIL 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 320 P. M., and from Tre-mont at 7:35 A. M. and 525 P. M. TickETE. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

all the principal points in the North and West and Canada. Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Markét train, Reading and Poinstown Accommodation trains, at reduced rates, Excursion tickets to Philadelphia, good only for one day, are sold at Reading and Infermediate stations, by Reading and Poinstown Accommodation trains, at reduced rates. The following tickets are obtainable only at the office of S. BILADFORD, Treasurer, No. 227 S, FOURTH Street, Philadelphia, or of G.A. NICOLLE, General Superintendent, Reading:-COMMUTATION TICKETS At 25 per cent, discount, between any points desired

COMMUTATION TICKETS At 25 per cent, discount, between any points desired for iamilies and firms. MILEAGE TICKETS, Good for 2000 miles between all points, \$52:50 each for families and firms. SEASON TICKETS,

Withington: Withington: Leave Philadelphia at 12:30, 200, 4:30, 6:30, and 11:39 (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Milford and intermediate sta-tions. The 6:30 P. M. Train runs to New Castle. Leave Wilmington 5:30, 7:18 and 8 A. M., 4:30 and stations between Chester and Philadelphia. TROM BALTIMORE TO PHILADELPHIA. Leave Ballimore 7:25 A. M., Way Mail, 9:35 A. M., Express, 2:16 P. M., Express, 6:35 P. M., Express Store, M., Express. EUNDAY TRAIN FROM BALTIMORE Concession of the store of the store of the store of the store from Walnington express, 9:35 P. M., Store at Strington express, 9:35 P. M., Store at Strington express, 9:35 P. M., Store at Philadelphia and leave passengers from Washing-ton or Baltimore, and at Chester to leave passengers from Washington or Baltimore. Through Tickets to all points West, South, and Southwest, may be procured at the Tickets Office, No. Store of the state-rooms and berths in steeping cars can be secored during the day. Persons parchasing tickets at this office can have their baggage; checked at their residence by the Union Transfer Company. All

TO PERSONS GOING OUT OF TOWN. and the second sec

NO. 328 CHESNUT STREET

And supply yourselves with

TOURISTS' WRITING DESKS.

All kinds of Blank Books, Printing, Stationery

Focket Books, Pocket Cutlery, etc sic, at very greatly reduced prices. 761

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MANUFACTURERS OF

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Twines, Etc.

No. 23 North WATEN Strees, and No. 22 North DELAWARE Avenue, PHILADELPHIA. EDWIN H. FITIRE, MICHAEL WEAVER, CONBAD F CLOTHIER. 3149

COTTON AND FLAX, BAIL DUCK AND CANVAB, Of all numbers and bran. Tent Awnins, Trunk, and Wagon Cover Duck, Al-Paper Maaulicturers Drier Fella, from one tosevi feet wide: Paning. Estitute, Sail Twine etc. JOI & W. EVERMAN & CO.

Nc. 146 JONES Alley

DRESSING CANES,

CIREMANEN,

STATIONERY

South and the second second second and second and while second and shared

PORTFOLIOS,

CALL AT SMITH'S,

CHECKER BOARDS, ETC.

CHESTER VALLEY RAILROAD.

Control of the second s July 15, 1867. WM. H. GATZMER, Agent. FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July 13, 1867. 9-00 A. M. Morning Mall. Due 12:25 P. M. 3-00 P.M. Cape May, Passenger. Due 7:18 P. M. 4-00 P.M. Cape May, Passenger. Due 7:18 P. M. 4-00 P.M. Cape May, Passenger. Due 7:18 P. M. 4-00 P. M. Express. Due 7:07 A. M. 9-00 A. M. Morning Mall. Due 10:07 A. M. 9-00 A. M. Fast Express. Due 12:07 P. M. 5-00 P. M. Cape May Express. Due 5:25 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. 525 Chesnut street (under the Continental Hotel). Persons purchasing tickets at the office can have their bag-gage checked at their residences.

WEST JERSEY RAILROAD LINES.

WEST JERSEY RALLICOAD LINES, from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 13, 1867.
 870 A. M. Morning Mail, for Bridgeton, Salem, Millville, Vineland, and intermediate stations.
 8700 A. M. Cape May Morning Mail.
 8700 P. M. Cape May Accommodation.
 8700 P. M. Bridgeton and Salem Passenger.
 4700 P. M. Bridgeton and Salem Passenger.
 4700 P. M. Cape May Express.
 6700 P. M. Wodbury Accommodation.
 6700 P. M. Wodbury Accommodation.

(Bood). Freight will be received at Second Covered Wharf below Walnut street, from 7:00 Å. M. until 5:00 P. M. Freight received before 9:00 Å. M. will go forward the ume day. ame day. Freight Delivery, No. 228 S. DELAWARE Avenue 721f WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILROAD,

TIME TABLE,

On and atter Wednesday, May 1, 1867. FOR GERMANTOWN, Ch and alter Wednesday, and 1, 1867. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 96, 10, 11, 12 A. M. 1, 3%, 3%, 4, 5, 5%, 610, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 7%, 8, 820, 9, 10, 11, 12 A. M. 1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M. The s'20 Down Train and 3% and 5% Up Trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia 9% A. M. 2, 7, 10% P. M. Leave Germantown 8% A. M. 1, 6, 9% P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 5, 10, 12 A. M. 2, 8%, 5%, 7, 9 and 11 P. M.

and 11 P. M. Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140 540, 540, 540, 540, and 1040 P. M. ON SUNDAYS. Leave Philadelphia 95 A. M. 2 and 7 P. M. Leave Chesnut Hill 750 A. M. 1240, 540, and 925

Leave Chesnut Hill 750 A. M. 1246, 546, and 925 P.M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 75, 9, and 1105 A. M. 156, 8, 45, 54, 65, 806 112, P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 156, 8, 45, 64, and 852 P. M. ON SUNDAYS, Leave Philadelphia 6 A. M., 236 and 705 P. M. Leave Norristown 7 A. M., 530 and 9 P. M. Leave Norristown 7 A. M., 530 and 9 P. M. Leave Philadelphia 6 7, 54, 9, and 1105 A. M. 156, 8, 45, 65, 806, 95, and 115 P. M. Leave Philadelphia 7, 756, 9, and 1105 A. M. 156, 8, 155, 65, 806, 95, and 115 P. M. Leave Philadelphia 6 7, 59, 8 and 1105 A. M. 156, 8, 50, 65, 806, 95, and 115 P. M. Leave Manyunk 610, 756, 620, 956, and 115 A. M. 156, 8, 156, 65, 8, 60, 95, and 115 P. M. Leave Manyunk 610, 756, 620, 956, and 115 A. M. 156, 8, 0 N SUNDAYS, Leave Philadelphia 9 A. M. 255 and 756 P. M. Leave Manayunk 755 A. M. 6 and 956 P. M. Leave Manayunk 755 A. M. 6 and 956 P. M. Source Manayunk 755 A. M. 6 and 956 P. M. Leave Manayunk 755 A. M. 6 and 956 P. M. 2000 DEFENSION CONTRELENSING MANNERS

SHORTEST ROUTE TO THE SEA-SHORE

CAMDEN AND ATLANTIC RAILROAD, THROUGH IN TWO HOURS, Five Trains daily to Atlantic City, and one on Sam-

by, On and after SATURDAY, June 29, 1867, trains will save VINE Street Ferry, as follows;leave .6'00 A. M. cial Excursion.

Chi and Street Ferry, as follows:Peave VINE Street Ferry, as follows:Special Excursion
And attantic Accommodation
Freight, with Passenger Car attached.
Freight, Mither Car attached.
Freight, Mither Car attached.
Freight, Mither Car attached.
Freight, Express (through in two hours).
Freight, Car attached.
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