The Conover Controversy, The following affidavit was published in the New York Evening Post of yesterday: 637 AND 39 NASSAU STREET, NEW YORK

Ciry, August 15, 1867-State, City and County of New York, ss.—Roger A. Pryor, being duly sworn, says that he has read the affidavits of Charles A. Dunham, Nathan Auser, James E. Matterson, Francis McFall and John Martin, published in the New York Daily Times of this morning (August 15th, 1867), in which deponent's name is implicated with others in an alleged conspiracy therein set forth. The deponent says that the statements embodied in these affidavits, so far as concerns the deponent, are false in each and every particular; that the deponent to his knowledge never saw either one of the persons above-mentioned; that to his knowledge neither one of them was ever in deponent's office or elsewhere in his presence; that the transactions set forth in the affidavits of these persons never occurred, to the knowledge of the deponent; that deponent never had any knowledge, directly or indirectly, of any of the matters exhibited or mentioned in those affidavits; that the Hon. Benjamin Wood, to deponent's knowledge, was never in deponent's office at any time or in any place; that depo-nent was never present with the said Wood anywhere at any such or similar transactions or transaction as are recited in the above mentioned affidavits; that to his knowledge no word ever passed between him and said Wood as to the release of Jufferson Davis; that deponent has had no intercourse, direct or indirect, with said Davis during the past three years, nor had anything to do, directly or indirectly, nor attempted to do anything touching said Davis's release; that deponent has had no communication, direct or indirect, with General Dick Taylor within the past five years, in regard to the release of said Davis, or on any other subject; that deponent has had no communication, direct or indirect, with President Johnson or any other official in Washington, in regard to the release of said Davis, or on any other subject; that within the past five years deponent has not had any communication, direct or indirect, with A. J. Rogers, William Radford, W. E. Niblack, C. A. Eldridge, F. C. Le Blond, or George B. Latham, or either of them; that deponent is utterly and entirely ignorant of any attempts to procure the release of Jefferson Davis except so far as he has been informed by publications in the newspapers; and this deponent says finally that the statements contained in the above mentioned affidavits, so far as deponent is con-cerned, are in the whole and in detail absolute and unqualfied fabrications, and that in each and every particular they are utterly and entirely false and untrue. ROGER A. PRYOR. "Sworn to before me this 15th day of Au-GEORGE G. BARNARD, "Justice Supreme Court." gust, 1867.

The following letter appeared in the Boston Traveller of Wednesday:
"To the editors of the Traveller: Thinking I might throw some little light on the Sanford Conover affair, having had charge of him, as warden of the jail, in Washington, during his imprisonment, you will please permit me to make some statements, which I think are due

to General Butler and also the Hon. Mr. Ash-

I believe what Gen. Butler has stated, that he never saw Conover, nor any of the witnesses that came from him, and never had any communication with him. I know Gen. Butler never visited the jail to see Conover, nor ever corresponded with him in any way whatever, as my orders were not to let any one visit him or communicate with him without my consent. As regards Mr. Ashley, I did give orders to admit him to see Conover. But the friends of Mr. Johnson, while complaining of Mr. Ashley having interviews with Conover, say nothing about Hon. Jack Rogers, of New Jersey, and Hon. Mr. Radford, of New York, calling to see him repeatedly, both of whom are well known friends of the President. I considered I had no right to make any distinction in the admission of members of Congress

I have been abused by certain journals in Washington for keeping this Conover from the Albany penitentiary, after he had been sentenced; and, as they say, for the purpose of allowing Messrs. Ashley, Butler and others to get from him evidence to impeach the President, and, in the belief of this charge, I was removed by the President the 13th of July last. Conover was kept back after his sentence at the request of Hon. Mr. Riddle, the counsel for government in the Surratt case, and by order of the Court, in order to get information concerning certain witnesses in that case, and not to give opportunity for the enemies of the President to get evidence to impeach him. I was present at the interview of Mr. Ashley with Conover on a number of occasions, and neither saw nor heard anything wrong. Conover repeatedly sent for Mr. Ashley to visit him at the jail, and on one such occasion I perfectly recollect Mr. Ashley telling him not to say anything that was not

To show whether this man Conover is worthy of belief in his affidavits, let me state that he was not only convicted of perjury by a jury of his countrymen, but that he has other charges hanging over him equally as bad. Besides, he had not been committed to the jail one month before I detected him in cutting the iron bars of the window, and took from him the knife made into a saw, with which he was attempting to make his escape. And again, since his conviction, and only one week before being taken to Albany Penitentiary, he was detected in sawing the iron bars with a complete steel spring saw, smuggled in to him by his wife. He is a notorious scoundrel, and his affidavits were given by him for the purpose of obtaining a pardon from the President, as his associate and brother prisoner, Mr. Rabbe, had been pardoned before him.

It will be recollected that this man Rabbe was sentenced to the jail for two years for fraud on the government, and when he had partly served his time out, conceived the idea, from seeing Mr. Ashley visit the jail, of getting his pardon by representing to the President that Ashley was visiting the jail, by my permission, to obtain evidence to have him impeached, and that if he was pardoned and released he could give him all the particulars. By this means he was pardoned and immediately sent for by the President, to whom he communicated the very important information that by my permission Hon. Mr. Ashley was visiting the jail to obtain evidence to have him impeached. Conover was but following the plan of Rabbe in order to get a pardon.

Thinking too much importance is being attributed to these affidavits of a notorious perjurer and scoundrel, and being acquainted with all the facts, and wishing justice done General Butler and others implicated, I have made the above statement. Very respectfully,

T. B. BROWN Former Warden of the Washington Jail.

-The first volume of the Internationals Revue a German periodical published at Vienna, pays special attention to English and American literature, one of its late numbers containing an admirable translation of the first part of Coleridge's "Christabel."

Expenses of the Pennsylvania Legislature, HARRISBURG, August 15 .- The accounts of the last session of the Legislature have been audited. A creful examination of the books in the Auditor General's office shows the folowing to have been the expenses:

Rewing to have been the expenses:

Senators' pay, mileage and stationery, \$35,477.00

Representatives' pay, mileage and stationery, - 107,508.45

The legal allowance to each person was \$1000 for salary; \$25 for stationery, and 15 cents per mile circular for travelling. The thirty-three Senators and one hundred members therefore received an average of \$1075 each for 101 days, (from January 1 to April II.) or about \$10.60 per diem. I to April II.) or about \$10.64 per diem.

Rev E L Bailey received \$300 from the Senate, and Rev. Jacob Kennedy \$300 from the House for

opening the daily sessions with prayer, being a he rate of \$3 per clem
The thirty-three Senators had twenty-nine regular officers, seven pages, twenty-five women, and four reporters who drew pay. The officers drew \$98,891 S0, or an average of \$996 each. The nges drew \$1270 50, or \$191 each. The woman

The contingent bill of the Clerk of the Senate was but \$633 44, as against the contagent bill of the Clerk of the House, which was \$4000. The one hundred members of the House had six y-five regular officers, thirteen pages, — women and four reporters who drew pay. The officers that \$52,500,78, or an average of \$255. cers drew \$57,530 78, or an average of \$985 each the pages 2359 50, or \$181 each; the women \$1210,

and four reporters \$200 each.

The members and officers availed themselves of the privilege of franking documents (postage paid by the State) to the extent of \$9257, with other bills not ascertained.

The entire work of the session was the passage

1516 private laws, 73 public laws and 14 resolu One The House appointed a number of investigating mmittees, the expenses of which were as Wm. S. Gregory, Chairman of Commit-

tee to report upon Exempt Property in
Philadelphia, - - - - 81,893 60
Advertising meetings of committee, - 367 64 leorge W. Mooney, clerk to committee, - 819 85 Edward G. Lee, Chairman, and E. W. Davis, Wm. M. Worrail, James Subers and Wm. J. Donohugh, committee to inquire into the lottery business in Philadelphia. Philadelphia, loseph R. Matthews, clerk to committee,

Samuel Josephs, chairman of committee Samuel Josephs, chairman of committee to ascertain whether the Atlantic and Great Western Railway had made dis-criminations in freight charges, -Joseph T. Chase, member of committee, George W. McKee, do Alexander Adaire, do

445 00 A. Muckley, do George H. Bemus, clerk to committee, -Wm. J. Ovens, sergeant-at-arms, -397 10 Wm. R. Waddell, Chairman of Committee to investigate certain charges in re-ference to an Allegheny county liquor law, - - -Three witnesses, -

R. A. Colville, Chairman of Committee to ascertain whether the Penna Rail-road made discrimination in freight, charges,
N.B. Pennypacker, member of committee,
O. S. Woodward, "
A. D. Markley, " 225 00 225 00 George A. Quigley, "
Luke V. Sulphin, clerk to committee,
Wm. J. Ovens, Sergeant at arms,

Wm. B. Hood, Chairman of Committee to ir quire into the running of locomo-tives over the paved streets in Philad'a, George De Haven, member of committee. Wm. J. Donohugh, Geo. W. Ghegan, Geo A. Quigley, "
John W. Bolleau, clerk of committee, -Wm. J. Ovens, Sergeant-at-arms,

George O. Diese, Chairman of Committee to investigate fast freight transporta-tion system, and M. S. Quay, Geo. De Haven, L. Westbrook and William B. Waddell, members, L. Anderson, clerk to committee, wo witnesses, -Expenses, - J. L. Anderson, clerk,

John C. Sturdivant, clerk of committee to ascertain whether any corruption attended the election of U. S. Senator, Two witnesses, - - -

GOVERNMENT SALES.

QUARTERMASTER STORES AT AUCTION. DEPOT QUARTERMASTER'S OFFICE, Washington, D. C., August 6, 1807. Will be sold at public auction, under the supervision of Brevet Lieutenant-Colonel James M. Moore, Q. M. U. S. A., at Lincoln Depot, on MONDAY, August 19, at 10 A., M., a

large lot of quartermaster stores rated as unserviceable, among which are the following:—
30 2-b, ambulances, 55 lanterns,
63 4-b. wagons, 2,683 horse and mule 10 2-h. wagons, collars. 10 2-h. spring do., 1,094 trace chains, 30,000 lbs. scrap iron, 6,000 lbs. old horse-shoes, 3,610 halter chains, 1,124 breast chains, 421 asst. bridles, shoes, 1,500 lbs. iron wire, 246 saddle bags 5,912 carriage bolts, 830 lbs. old rope. 500 yds. cocoa mat-115 saddle blankets, 237 horse covers, 2,457 H. and M. hames 2,075 head halters, 28 yds. carpet, 408 sets asst. harness

100 wagon and amb 20 hand trucks 2,009 feet assorted hose, large and small, 50 anvils, 259 office chairs, 54 B. S. wagon whips, 101 McC, saddles 23 scales, platform 20 tool chests,

and counter,
and counter,
106 shovels, L. and S.
handle,
with tools of all kinds, bridles, bits, horse medicines, wagon tongues, chisels, axes; saddlers', blacksmiths', and carpenters' tools, etc. etc. ctc.
Terms—Cash, in Government funds.
CHARLES H. TOMPKINS,
8710t1Byt Brig. Gen. beyout Operture of the counter of the c 8,710t] Byt. Brig.-Gen., Depot Quartermaster.

TELEGRAPH MATERIAL AT AUCTION.

DEPOT QUARTERMASTER'S OFFICE,
WASHINGTON, D. C., August 9, 1807.)
By direction of the Quartermaster-General,
the following-named TELEGRAPH MATE.
RIAL will be sold at public auction, at LINCOLN DEPOT, under the direction of Brevet
Lieutenant-Colonel James M. Moore, Quartermester United States Army on TUESIA. master United States Army, on TUESDAY, August 20, at 10 A. M., to wit:— 204 cells for Portable Battery. 1000 Rubber Insulators.

7 lbs, Gutta Percha.
210 lbs. Galvanized Wire.
14 miles Vulcanized Wire.
11 miles Insulated Wire. 251 Coppers, 171 Rubber Rings.

25 Reefs,
301 Zincs for Portable Battery,
1051 Telegraph Poles.
Terms—Cash, in Government funds.
By order of General Tompkins, Depot Quartermaster.

JAMES M. MOORE,
termaster.

Drayet Lieutenant-Colonel,

O B N E X C H A N G B

HAG MANUFACTORY,
JOHN T. BAILEY & CO.,
EMOVED TO
N. E. Corner of MARKET and WATER Streets,
Philadelphia.

Philadelphia.

DEALERS IN BAGS AND BAGGING
Of every Description, for
Grain, Flour, Sait, Super-Phosphate of Lime, Bone
Dust, Etc.
Large and small GUNNY BAGS constantly on hand,
229]
Also, WOOL SACKS.

EJOHN T BAILEY.

GEORGE PLOWMAN,

CARPENTER AND BUILDER. REMOVED

111 PHILADELPHIA, 620 t9

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.

THE MIDDLE BOUTE—Shortest and most direct route to Bethiehem, Allentown, Mauch Chunk, Hazeiton, White Haven, Wilkesbarre, Mahanoy City, Mount Calurel, and all points in the Lebigh, Mahanoy, and Wyoming coat regions.

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

SULMER ARRANGEMENT:

On and sher Well-Kriday May 8, 1837, Passenger trains leave the New Depot corner Berks and American streets, daily (surdays excepted), as follows:—A17-36 A. M.—Morning Express for Bethiehem and Principal Stations on North Pennsylvania Raliroad, connecting at Bethiehem with Lenigh Valley Raliroad for Alemtown, Latasanqua, Stating on, Mahen Churk, Weatherly, Jeansville, Hazetton, White Haven, Wilkenbarre, Kingston, Pitaton, and all points in Lehigh and Wyoming valleys: also, in connection with Lenigh and Myoming valleys: also, in connection with Lenigh and Mahanoy Raliroad, for Mahanoy City, and with Catawissa Raliroad, for Mahanoy City, and with Catawissa Raliroad for Rupart, Danville, Milton, and Wüllamaport, Arrive at Miscon Churk at 1205 A. M.; at Wilkenbarre 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 Raliroad to New York.

At 845 A. M.—Accommodation for Doylestown, stop-

York.
At 845 A. M.—Accommodation for Doylestown, atopping at all intermediate stations. Passengers for Willow Grove. Hatboro, and Hartaville, by this train, take the stage at Cid York road.
At 10:15 A. M.—Accommodation for Fort Washing-At 1 30 P. M.—Express for Bethlehem, Allentown Mauch Chunk, White Haven, Wikesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions, rassengers for Greenville take this train to Quaker-

At 245 P. M.—Accommodation for Doylestown, opping at all intermediate stations. Passengers take tage at Doylestown for New Hope; at North Wales At 4 P. h. - Accommodation for Doylestown, stop ing at all intermediate stations. Passengers for willow Grove, finithere, and Harisville, take stage it Abingt in for Lumberville at Doylessown.

At 526 P. M.—Through accommodation for Bethiesen and all stations on main line of North Pennsylania Railrond, connecting at Bethiesen with Lehigh whitey Evening train for Easton, Allentown, and danch Chunk. Mauch Chunk.

At 8-20 P. M.—Accommedation for Lansdale, stopping at all intermediate stations.

At 11:36 P. M.—Accommodation for Fort Wash-

TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 918 A. M., 205 and 6'40 P. M.
2'05 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Harleton. Passengers leaving Easton at
11'20 A. M. arrive in Philadelphia at 2'06 P. M.,
Passengers leave Wilkesbarre at 1'30 P. M., connect
at Bethlehem at 6'15 P. M., and arrive in Philadelphis
at 8'40 P M.

From Doylestown at 825 A. M., 510 P. M., and

From Doylestown at 825 A. M., 510 P. M., and 740 P. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 305 P. M.
ON SUNDAYS.
Philadelphia for Bethlenem at 930 A. M.
Philadelphia for Doylestown at 245 P. M.
Doylestown to Philadelphia at 720 A. M.
Bethlenem to Philadelphia at 720 A. M.
Bethlenem to Philadelphia at 720 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 soin and baggage checked through to principal points at Mann's North Pennsylvania Baggage
Express Office,
118
No. 105 S. FIFTH Street.

Express office,

No. 105 S. FIFTH Street.

VEST CHESTER AND PHILADELPHIA

RALLROAD, VIA MEDIA.

SUMMER ARRANGEMENT.

On and after MONDAY, June 24, 287, Trains will leave Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7 & A. M., 11 A. M., 230 P. M., 415 P. M., 450 P. M., 700 P. M., and 10050 P. M.

Leave West Chester for Philadelphia, from Deponent East Market street, at 615 A. M., 715 A. M., 730 and 1046 A. M., 135 P. M., 450 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 718 A. M., and goling west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 530 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 Front and Market streets thirty minutes previous to det arture.

The Chesnut and Wainut Street cars connect with

Front and Market streets thirty minutes previous to der arture.

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

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 city.

Trains leaving Philadelphia at 745 A. M. and 450 P. M., and leaving Philadelphia at 745 A. M. and 450 P. M., and leaving West Chester at 720 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. H. R., for Oxford and intermediate points.

Passengers are allowed to take wearing appared 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,

4129 General Superintendent,

DHILADELPHIA AND ERIE RAILROAD,-

Through and direct route between Philadelphia, Baltimore, Harrisburg, Wibliamsport, and the Great Oil Region of Pennsylvania.

FLEGANT SLEEPING CARS on all Night Trains, On and after MONDAY, April 29, 1887, the trains on the Philadelphia and Erie Railroad will run as follows:—

..... 645 P. M. ity at 4 % P. M.
All trains on Warren and Franklin Rallway make iose connections at Oil City with trains for Franklip iose connections at Oil City with trains for Franklip.

and Petroleum Centre. Baggage checked through,
ALFRED L TYLER,
General Superintendent. Thal Rallegal.—Summer arrangements, on and after SaTurday, June 1, 1807, Trains will eave Philadeiphia, from the Depot of the West Chester and Philadeiphia Rallroad, corner of THIRTY-FIRST and CHESNOT Streets (West Philadeiphia), at 7:15 A. M. and 4:30 P. M.

Leave Rising Sun at 5:15 and Oxford at 6:06 A. M., and leave Oxford at 2:25 P. M.

A Market Train, with Passenger Car attached, will run 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., cohnecting at West Chester Junction with a Frain for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7:15 A. M. concets at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the After boom Train for Philadelphia.

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

Phasengers allowed to take wearing appared only so basengers and the Company will not in any cone DHILADELPHIA AND BALTIMORE CEN 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 special contract be made for the name, 5 11?

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 Pulla-delphia, Wilmington, and Haltimore Railroad, BROAD street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal ities South, including Wilmington, N. C., Goldsboro Newbern, Charleston, Savannah, Baleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Montle Columbia, Macco, Sugassa, Stongoldery, Mobile
New Orleans, and intermediate points,
For tickets and information inquire at Offices, Nos41 and 828 CHESNUT Street, or at Depot, EROAD
bireet and WASHINGTON Avenue.

17 1 3m
H. V. TOMPKINS, General Agent. Norfolk, Va.
C. I. TROWERIDGE, General Passenger Agent.

WEST JERSEY RAILROAD.

SUNDAY MAIL TRAIN FOR CAPE MAY.

Commercing SUNDAY, June 23, 1887, the SUNDAY
MAIL AND PASSENIEL TRAIN will leave Philadelphia, loot of Market street (apper farry), at 7 A. M.
Returning leave Cape Island at 2 P. M., stopping at
principal Stations only.

Fare, \$500. Excursion Tickets, \$400. Good this day
and train only. To No. 134 DOCK Street, and train only. WILLIAM J. SEWELL.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD NAMER TIME, TAKING EFFECT JUNE 2, 1867, The irains of the Pennayivania Central Railroad mye the Depot, at THIRTY-FIRST and MARKET freets, which is reached directly by the cars of the tarket Street Passenger Railway. Those of the Checut and Walnut Streets Railway run within one market first. nut and Walnut Streets Raliway run within one square of it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-live minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninh and Cheannt streets. Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 301 Cheanut street, or No. 1 Scuth Eleventh street, will residue attention.

TRAINS LEAVE DEPOT.
Mail Train
Facil Accommodation, No. 1
Fast Line and Eric Express.
Pacil Accommodation, No. 5
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train
Western Accommodation Train
Cincinnat Express.
Eric Mail
Pacil Accommodation, No. 8
Philadelphia Express. receive attention, TRAINS LEAVE DEPOT, VIZ:-730 P. M. 730 P. M. 900 P. M. 1115 P. M. ally, except Sunday, The Western Accommodation Train runs dally, xcept Sunday. For full particulars as to fare and commodations, apply to FRANCIS FUNK, Agent,

no. 187 DOCK Street
TRAINS ARRIVE AT DEPOT, VIZ. ioli Accommodation No. 1 and Line and Frie Express... and Accommodation, No. 2... noll Accommodation, No. 3...

For in ther information apply to JOHN C. ALLEN, Ticket Agent, No. 90 CH ESNUT Street, SAMUEL H. WALLAGE, The Pennsylvania Railroad Company will not assume any risk for Bagange, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken

by special contract. EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

lorence. At 5 and 10 A. M., 1, 4, 5, 6, and 11 80 P. M., for Edgewater, Riverside, Riverton, and Palmyra.

At 5 and 10 A. M., 1. 4, 6, and 11:30 P. M., for Fish The 1 and 11:30 P. M. Lines leave from Market

Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT Will leave as follows:—
At II A. M., 430 P. M., and 12 P. M. (night), via Kennington and Jersey City, New York Express Lines. Fare, \$3.

At 5, 10:15 and 11 A. M., 2°30, 3°39, 4°30, 5, and 12 P. M., or Trenten and Bristol.

At 8 and 10:15 A. M., 2°30, 5, and 12 P. M., for Morrisrille and Tullytom.

At 8 and 10:15 A. M., 2°30, 4°30, 5, and 12 P. M., for
forecocks.

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 7 30 and 10 15 A. M., 2 30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, holmesturg, Tacony, Wissl noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.
BELVIDERE DELIAWARE RAILROAD LINES, From Kensington Depot.
At 8 A. M. for Niagara Falls, Bulfalo, Duckirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Einghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc., etc. At 8 A. M. and 320 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.

The 3 20 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate Sta-

tions.
Lines from West Philadelphia Depot, via Connecting Hallway, will leave as follows:—
At 1:10 A. M., and 1:30 and 0:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25.
The 1:30 A. M. and 6:30 P. M. Lines will run daily.
All others, Sundays excepted.
July 15, 1887. WM. H. GATZMER, Agent. TOR CAPE MAY BY RAILROAD, FROM

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

Commencing SATURDAY, July 18, 1877.

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 7:08 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6:30 A. M. Morning Mail. Due 10:07 A. M.

9:00 A. M. Fast Express. Due 12:07 P. M.

5:00 P. M. Cape May Express. Due 8:23 P. M.

The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7:00 A. M., returning leaves Cape Island at 3:00 P. M.

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

Through tickets can be procured at No. 223 Chesnut at rest (under the Confinental Hotel). Persons purchasing tickets at this office can have their oaggage checked at their residences.

WEST JERSEY RAILROAD LINES.

gage checked at their residences.

WEST JERSEY RALLROAD LINES,
from foot of MARKET Street (Unper Ferry),
Commencing SATURDAY, July 18, 1867.

S'00 A. M. Morning Mail, for Bridgeton, Salem
Millyllie, Vipciand, and intermediate statem.

Commencing SATURDAY, July 18, 1867.

8:00 A. M. Morning Mail, for Bridgeton, Ssiem.

Millville, Vinciand, and intermediate stations,

8:00 A. M. Cape May Morning Mail.

8:00 P. M. Cape May Morning Mail.

8:00 P. M. Cape May Express,

6:00 P. M. Woodbury Accommodation.

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

West Jersey Freight Train leaves Camden at 12 M.

1000n). Freight will be received at Second Covered Wharl below Walnut street, from 700 A. M. until 500 P. at Freight received before 500 A. M. will go forward the same day. day. Sight Delivery, No. 238 S. DELAWARE Avenue of WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI

The s'20 Down Train and 3h and 5h Up Trains will not stop on the Germantown Branch,
ON SUNDAYS,
Leave Philadelphia 9h A. M. 2, 7, 10h P. M.
Leave Germantown 8h A. M. 1, 6, 9h P. M.
CHESNUT BILL RATLBOAD,
Leave Philadelphia 8, 8, 10, 12 A. M. 2, 3h, 5h, 7, 8 and 11 P. M.
Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 146
340, 540, 640, 840, and 1040 P. M.
Sunday Philadelphia 9h A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 1240, 540, and 928
P. M. SUNDAYS.

P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 7%, 8, and 11°05 A. M. 1%, 8,
4%, 6%, 6%, 8°05, and 11% P. M.
Leave Norristown 5 40, 7, 7°50, 8, and 11 A. M. 1%, 8,

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

Express (through in two hours)..... Accommodation.

Junction Accommodation to Jackson and intermediate Stations leaves Vine street.

830 P. M.
Returning leaves Jackson.

HADJONFIELD ACCOMMODATION TRAINS SUNDAY MALERTON A. M., and Assault Leaves Vine airest at 1730 A. M., and Assault Leaves Vine airest at 1740 A. M., and Assault Leaves Vine airest at 1750 A. M., and Assault Raise 1750 A. M., and and all Raise 1750 A. M., and all

RAILROAD LINES,

READING RAILROA GREAT TRUNK LINE
FROM PHILALELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
JHE CANADAS
UMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1847. TRAINS, May 6, 1867.

Leaving the Company's Depot, at THIRTEENTE and CALLOWHILL Streets. Philadelphia, at the fol-

Leaving the Company's Depot, at THIRTEENTE and CALLOWHILL Streets Philadelphia, at the following bours:

MORNING ACCOMMODATION.

A1736A. M., for Reading and intermediate Stations Returning, leaves Reading at 630 P. M., arriving in Philadelphia at 940 P. M.

MORNING EXPRESS.

At \$15 A. M., for Reading Lebanon, Harrisburg. Pottaville, Pinegrove, Tamaqua, Sunbury, Williamstor, Elmira, Rochester, Nagara Falls, Buffald, Alientown, Wilkesbarre, Pittston, York, Carlisle, Chambernburg, Haggerstown, etc., etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebinon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRIS-EURG with Northern Central Cumberiand Valley and Schuyikili and Susquiplanna trains for Northumberland, Williamsport, York, Chamberisburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at \$30 P. M., for Reading Pottaville, Harrisburg, etc., connecting with Reading and Countils Hailroad trains for Coldmoia, etc.

FOTTSTOWN ACCOMMODATION

Leaves Pottstown at 520 A. M., stopping at intermediate Stations, arrives in Philadelphia at \$40 A. M.

Reading, leaves Philadelphia at 100 P. M.; arrives in Pottstown at 848 P. M.

READING ACCOMMODATION

Leaves Reading at 720 A. M., stopping at all way stations, striving at Philadelphia at 100 P. M.; arrives in Reading, leaves Philadelphia at 100 P. M.; arrives in Reading at 100 P. M., Pottsville at 248 P. M., arriving in Philadelphia at 100 P. M. Affection trains leave Harrisburg at 210 P. M., Pottsville at 228 P. M., arriving in Philadelphia at 100 P. M. Affection trains leave Harrisburg at 100 P. M.; Connecting at Reading with Alternoon Accommodation south at 630 P. M., arriving in Philadelphia at 100 P. M. affecting at Reading with Alternoon Accommodation south at 630 P. M., arriving in Philadelphia at 3145 noon tor Pottsville and all way stations.

All the above trains from content of the and all way stations. Leaves Philadelp

Reading at \$00 A. M., returning from Reading at \$22 P. M.

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

M. and 1:00 P. M.

M. EXPRESS FOR PITTSBURG ANI
THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M.
passing Reading at 1:00 A. M and 1:50 and 1:00 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, at 5 and 8:45 A. M. and 9 P. M., passing Reading at 4:4
and 10:30 A. M., and 4:20 and 11:15 P. M., and arriving in New York at 10:10 A. M., and 4:40 and 5:20 P. M.
Sieeping.cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:11 P. M., Mail train for Harrisburg leaves New Yorl at 12 M.

SCHUYLKILL VALLEY RAILROAD,

P. M. Mall train for Harrisburg leaves New Yorl at 12 M.

BCHUYLKILL VALLEY RAILROAD,

Trains leave Pottaville at 7 and 11 30 A. M., and 7 is P. M., returning from Tamaqua at 7 35 A. M. and 1 is and 4 is P. M.

St. HUYLKILL AND SUSQUEHANNA RAILROAD

Trains leave Auburn at 7 50 A. M. for Pinegrove and Harrisburg, and 1 50 P. M., for Pinegrove and Tremont, returning from Harrisburg at 3 20 P. M., and from Tremont at 7 35 A. M. and 5 25 P. M.

TICKETS.

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 Potstown 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 The following takes are obtainable only at the following takets are obtainable only at the following takets are obtainable only at the following takets are obtainable only at the following 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 for fan llies and firms.
MILEAGE TICKETS, ount, between any points desired Good for 2000 miles between all points, \$52'50 each for tamilies and firms.

SEASON TICKETS,

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

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS

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

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 6 P. M., for Reading, Lebanon. Harrisburg, Pottaville Port Clinton, and all points forward.

MAILS

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

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PHILADELPHIA, WILMINGTON AND BAL-

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE,
Commencing MONDAY, July 8, 1867, Trains will
feave bepot, corser BROAD Street and WASH
INGTON Avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted
for Battamore, stopping at all regular stations. Con
necting with Delaware Railroad at Wilmington for
crisfield and intermediate stations. risfield and intermediate stations, Express Train at 1150 A. M. (Eundays excepted) fo Express Train at 11'50 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 3'10 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymoot, Wilmington, Newbort, Stanton, Newark, Elaton, Northess, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11'00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Rairoad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norlolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11'50 A. M. Train, Via Crisfield will take the 11'00 P. M. Train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12'30, 2'00, 4'30, 6'00, and 11'30

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:50, 2:00, 4:30, 6:00, and 11:30 (cally) P. M. The 4:30 P. M. Train connects with belaware Railroad for Milford and intermediate stations. The 5:06 P. M. Train rous to New Castle.

Leave Wilmington 5:30, 7:15 and 8 A. M., 4:00 and 6:4 (Gally) P. M. The 7:15 A. M. Train will not stop at stations between Chester and Philadelphia,

FROM BALTIMORE TO PHILADELPHIA.

Leave Raitmore 7:25 A. M., Way Mail. 9:35 A. M., Express, 2:15 P. M., Express, 6:25 P. M., Express, 5:05 P. M., Express, 5:05 P. M., Express, 5:05 P. M., Express, 6:25 residence by the Union Transfer Company, 4 84 H. F. KENNEY, superintendent.

TO PERSONS GOING OUT OF TOWN

CALL AT SMITH'S,

NO. 328 CHESNUT STREET And supply yourselves with STATIONERY

PORTFOLIOS,

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 MANUPACTURERS OF

Manilla and Tarred Cordage, Cords Twines, Etc. No. 22 North WATER Street, and No. 22 North DELAWARE Avenue, EDWIN H. FITLER, MICHAEL WEAVER, CONRAD F CLOTHIER, \$14)

COTTON AND FLAX.

SAIL DUCK AND CANVAS.
Of all numbers and brance
Tent Awning Trunk, and Wagon Cover Duck. All
Paper Manufacturers' Drier Fells, from one to serve
feet wide; Pauling, Belving, Sail Twine etc.

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

SHIPPING

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES,
DRAFTS AVAILABLE THROUGHOUTENGLAND
IRELAND, SCOTLAND, AND WALES.
For particulars apply to
TAPSCOTTS, BROTHERS & CO.,
No. 26 SOUTH Street, and No. 25 BROADWAY,
II 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.

THROUGH RECEIFTS TO NEWBERN.
Also, all points in North and South Carolina, via
Seaboard and Roanoke Railroad, and to Lynchburg.
Va., Tennessee, and the West, via Norfolk, Petersburg, South-Bide Railroad, and Bichmond and Danville Railroad.
The regularity, safety, and cheapness of this rough commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expected 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 OttpPoint.
T. P. CROWELL & CO, Agents at Norfolk.

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

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP COMFANY'S REGULAR SEMI-MONTHLY LINE,
FOR NEW ORLEANS, LA.
JUNIATA, 1215 tons, Captain J. F. Morne,
TIOGA, 1075 tons, Captain J. F. Morne,
STAR OF THE UNION, (1076 tous,) Captain T. H.
Cooksey,
The STAR OF THE UNION will leave for New
Orleans on SATURDAY, August 26th, from Pier No.
18 (second wharf below Spruce street),
The TIOGA will leave New Orleans for this port
August 17.

August 17.

Through bills of lading signed for freight to Mobil e.

Gaiveston, Natcher, Vicksburg, Memphis, Nashyd e.
Cairo, St. Louis, Louisville, and Cincinnati.

WILLIAM L. JAMES, General Agent,

[17] No. 314 S. Delaware syonus.

Agents at New Orleans, Creevy, Nickerson & Co.

Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILA DELPHIA AND
SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOR SAVANNAH, GA.

TONAWANDA, SEO tons, Captain Wm. Jennings,
WYOMING, SEO tons, Captain Jacob Teal.
The Steamship TONA WANDA will leave for the
above port on Saurday, August 17, at 8 o'clock A. M.,
from second wharf below Spruce street.
Through passage tickets sold and froight taken for
all points in connection with the Georgia Central Rabroad.
WILLIAM L. JAMES, General Agents
NO. 314 S. Delaware avenua.
Agents at Savannah, Hunter & Gammell.

[41]

THE PHILADELPHIA AND SOUTHERN MAIL STRAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LINE FOR WILMINGTON, R. C.
The steamship PIONEER, 812 tens, Captain J. Renett, will leave for the above port on TUESDAY, August 20 at 80 clock A. M., from Pier 18 (second wharf below Spruce street).

August ,20 at 80 clock A. M., from Fier to the color of t HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL

Passage apply to THOMAS WATTSON & SONS, No. 140 N. DELAWARE Avenu

Alexandria, Georgetown, and Washington, b. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct patton, and the Southwest.

Steamors leave and the Southwest. Steamers leave regularly from the first wharf above

Market street.
Freight received daily.
WM. P. CLYDE & CO.,
No. 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetows.
M. ELDRIDGE & Co., Agents at Alexandria, VX

OPPOSITION TO MONO-POLY.-DAILY LINE FOR BALTI-MORE, via Chesapeake and Dela-MOKE, via Chesapeake and Delaware Canal.
Philadelphia and Baltimore 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.
(Bundays excepted).
Carying all description of Freight as low as any
other line.
Freight handled with great care, delivered. 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, etc. siz. etc. etc.
For further information, apply to
JOHN D. BUOFF, Agent,
5 16 No. 18 N. DELAWARE Avenue.

POR NEV YORK, VIA DELAS
ware and Raritan Canal.
Express Steamboat Company Steam Propolicies leave Daily from first whart below Marked
Through in twenty-four hours. Goods for warded to all points, North, East and West, freen Freights received at the lowest rates,
Wal, 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 Delaware
and Raritan Canal, on and after the 15th of March,
leaving daily at 12 M. and 5 P. M., connecting with
all Northern and Eastern lines.
For freight, which will be taken upon accommodaling terms, apply to
WILLIAM M. BAIRD & OS.,
112 No. 122 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS.

The undersigned having iessed the KER.

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

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

Having the agency for the sale of "Westerstedt'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.

Konsington Screw Dock,

1 11 DELAWARE Avenue, above Laurel street.

JOHN CRUMP,

CARPENTER AND BUILDER. SHOPS: NO. 213 LODGE STREET, AND

NO. 1788 CHESNUT STREET,

912 ARCH STREET, -GAS FIXTURES, ETC.-VANKIRE & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARES, Those wishing bandsome and thoroughly made Goods, at very reasonable priof will find it to their advantage to give us a call best purchasing elsewhere. purchasing elsewhere.

N.B.—solled or tarnished fixtures refinished wit special care and at reasonable prices.

22 6m

VANKIRK & OU

