CITY INTELLIGENCE.

[FOR ADDITIONAL LOCAL STEMS SEE OUTSIDE PAGES.]

MEETING OF SOLDIERS AND SALLORS .- On Saturday night a meeting of honerably discharged soldiers and suitors was beld at the Union League House, to express their disapproval at the removal of Hon. E. M. S:anton as Secretary

General Joshua T. Owen was called upon to preside, and on taking the chair, he thanked the assemblage for the expression of their conddence in selecting but to preside over a meeting composed of these who had risked their lives in defense of the flag, or who had assisted in crushing out a most gigantic Rebellion. The meeting had been convened to afford an opportunity to the loyal men of Philadelphia to express their sentiments in respect to the sus-pension from office of Hon. Edwin M. Stanton, Secretary of War. Andrew Johnson, at this time, instead of carrying out the reconstruction measures as he is bound to do as a mere execu-tive officer—a servant of the people—is throwing obstacles in the way of reconstruction, and is clearly hostile to the law. So long as all the States that rebelled against the Government are out of the Union, they should be competled to remain out of it until they show repentance for their deeds. They were substantially out at the close of the war, and the situation of affairs has not been materially changed since then.

Our Government had shown an unprecedented

magnanimity to those who rebelled against its authority, and in any other country the leaders would have for cited their lives for opposing the Government of the country. The Robels are this day still arrayed against the people and the Government who treat them with this magnanimity, but they had better be careful how they act, for on them will rest the responsi-bility, if they shut their eyes and ears to what interests themselves. The suspension of the Hon Secretary of War by the President of the United States, without the commission of a crime or the naming of an ollense, was a clear violation of the Tenure of Office bill, and a part of the plan by which the President hopes o interfere with the Reconstruction law of

The laws, he said, should be executed in good faith. Governments are established for the good of the governed, not the governors, and power should be exercised with judgment. So long as this is done, the people will have confidence in and respect for those chosen to execute the laws, but not when they substitute their own views for the plain letter and spirit of the law, and totally disregard the expressed will of the

Secretary Stanton had the confidence of the people, and the country owed nim a debt of gratitude for his mathful performance of his duties during the war. The remarks of General Owen elicited much applause.

The following gentlemen were selected for the

positions named :-Vice-Presidents-Colonel James Given, General

Vice-Presidents—Colonel James Given, General Charles H. T. Coltis, Colonel W. B. Phomas, Private Henry Lee, Serzeant James Rowley, General H. G. Sickel, Colonel William B. Mann, General Charles M. Prevost, Colonel Jacob M. Davis, Colonel J. J. Seibert, Captain John McCallough, Captain Richard Donnagan, Private Joseph L. Wilson, Seaman Ed. L. Helferty, Lieutann John Wilson, Seaman Ed. L. Helferty, Lieutann Lebn Wilson, Seaman Ed. L. Helferty, Lieutann L. Helferty, Lieutann L. Lebn Wilson, Seaman Ed. L. Lebn Wilson, S tenant John Witmire, Major Richard Ellis. Secretaties—General Edwin R. Biles, Captain

O. B. Griffiths, Captain Aaron H. Dunkle, Lieutenant John G. W. Bassler, Sergeant R. J. Miller, Captain Jules Allen, Sergeant Elias Toner, Private Charles Henry, Private John Siner, Captain H. C. Warner, Captain George D. Stroud, Jr., Private David Smith, General R. L. Bodine. General Collis then read the following preamble and resolutions, which were unanimously adopted:Whereas, We, the successful defenders of the

Republic, feel it a duty we owe to ourselves, to the memory of our fallen comrades, and to posterity, to assemble together from time to time and express our views of the Government our services have rescued from traitors;

And whereas, We believe a crisis has arrived when through the treathers of a green particle.

when, through the treachery of a once patriotic public servant, the results of our recent struggle for universal liberty and republican institutions are likely to be wrested from us, unless we make manifest our continued and unswerving devotion to our country, and our hostility to the au-thors of the war and the sentiments which

actuated them;
And whereas, Recent events have developed a determination upon the part of a recreant Executive to evade and defy the enactment of the true representatives of the loyal men of the land; By presuming to force upon the nation a plan of reconstruction in direct opposition to the will

of the law-making power. By removing from office (through his ingenious selection of subordinates) maimed soldiers of the late victorious armies, and appointing in their stead open-mouthed sympathizers with the Rebellion.

By slandering the volunteers with the asser-

tion that to have made himself Dictator he might have called to his aid the army and navy. By his violated pledges of friendship for the emancipated bondmen.

By his wilful misconstructions, for his own

purpose, of the plainest enactments upon our statue-books. By his wholesale pardon of Rebels; and
By his persistent but abortive efforts to disintegrate the great Union party which upheld the Government in the hour of its peril; there-

Resolved, 1. That when the hand of the assassin took from us the life of our beloved Commanderin-Chiet, Abraham Lincoln, and east a cloud of deep mourning over an army flushed with the victory of a four years' war, we looked with anxious eyes towards the man who should fill his place, and we tound him clamorous in his denunciation of treason, apparently firm in his determination to make the crime odious and its authors responsible, and full of assurance that the blood shed by our comrades should not be shed in vain. For nearly three years we have looked for a fulfilment of these pledges, but it

has not come.

2. That while the President has surrounded himself from day to day with advisers of doubtful loyalty and men who have proved false to their antecelents, the veterans of the late war have never abandoned hope for the future while the heart and brain of Edwin M. Stanton, faithful among the faithless, administered the duties of the War Office.

3. That in his suspension from office, in direct violation of a positive law enacted expressly to assure the retention of his eminent services, the President of the United States is chargeable with a high crime and misdemeanor, for which he should be held responsible

4. That the proud record of Edwin M. Stanton needs no culogy at our hands. Most heartily do we coho the sentiment contained in the just and generous letter of our honored chieftain, Ulysses S. Grant, and sincerely will we congratulate ourselves if the General-in-Chief be permitted to remain at the head of the department, until the action of Congress shall necessitate the re-

turn of the proper incumbent.
5. That we earnestly hope the President will yet abandon the idea of forcing upon the loyal masses of the North a policy which the people and their representatives have again and again rejected; and that he will pause before interier-ing with Major-General Sheridan and the other departmental commanders in the execution of the laws of Congress; for the people are pre-paring to remove all "impediments" to the reconstruction plan of Congress, and can cond-

dently rely upon the assistance of the soldiers and sallors of the late war. Brevet Brigadier-General James Givin was now introduced as the next speaker. He con-gratulated those who were assembled that they dared meet together and criticize the doings of their rulers, and condemn those whom they

When rebellion first showed its hydra head, the poor and imbecule Buchanan sat in the Pre-sidential chair, with the idea in his head that there was no other person to care for but him Finally he discovered that nearly all o his advisers were traitors, and were preparing to leave him to his miserable fate. He then grasped around in search of new material in order to save trimself, if possible, from ruin and destruction. It was at this time he took Edwin M. Stanton as his war counsellor and adviser, and clung tenacionsly to him until the lamented at the post Lincoln was chosen Chief Magistrate of the attention.

nation. He saw Mr. Stanton was the proper person to preside over the War Department, and continued him in that position during the four and a half years of rebellion, or up to the time his life was taken by the assassin Booth. Mr. Stanton lived through the war, honored his country and his position, and he will live in the hearts and be honored by the soldiers and sailors when Andrew Johnson is buried in oblivion.

This man Johnson, the speaker said, he heard This man Johnson, the speaker said, he heard blackguard Abraham Lincoln at a public meeting in Tennessee before he was elected Vice-President, because he (Lincoln) was too lenient towards the Rebels. When Johnson stepped into the Presidential chair he found the same Cabinet that Mr. Lincoln had chosen, but discovered that it was not moulded to suit his rebel proclivities, and he set about to reconstruct it, and after holding the position for nearly two years he struck down a man because he differed with him relative to the treatment of these very Rebels that he thirsted to destroy. Johnson is too dignified to say publicly why he suspended Mr. Stanton

say publicly why be suspended Mr. Stanton from office, and the only cause be assigns is high public considerations. (Applause.)

Licutenant Reeves, of New Jersey. Captain Morgan, and others, addressed the meeting in the course of indianation at the course of the Presiterms of indignation at the course of the President. It was cleven o'clock when the gathering

MEETING OF WOOL-SPINNERS .- A public meeting of wool-spinners was held on Saturday evening, in the half of the Schuylkill Hose Com-Locust street, above Twelith, S. H. Mar tin, President, in the chair. After the transaction of the usual preliminary business, the meeting was addressed by Mr. John Sheuden. who said that he was giad that all feeling of resentment among the different branches of industry was fast vanishing, and that the members of the various traces could meet and discuss matters pertaining to their mutual

The speaker said that there should be no war between capital and labor, but these should go hand in band with other. Capital complains against combinations, but the speaker could see nothing to be feared from such combinations Capital has combined against labor, and wh should capitalists then complain against the great labor movement? In order to secure the ims which the cotton-spinners desire to attain the speaker held that a frequent assembling together to consult in relation to their interest was important to the members of the trade, and the city should be laid out in districts and committees appointed to visit the different trade and converse with the men in relation to their duty in aloing this great labor movement.

It was stated by a member of the trade that
in Manayunk and other places in the State a

reduction of fifteen per cent, had taken place among some of the wool-spinners. The President stated that there had been no reduction of wages in Philadelphia so far as h knowledge extended.

BUILDING IMPROVEMENTS .- There will short! be commenced one hundred and fifty houses or the square of ground between Nineteenth and Twentieta and Jefferson and Oxford streets, fifty on Master street, between Seventeenth and Eighteenth streets, and one hundred and sixtyeight on the square between Norris and Diamond and Twentieth and Twenty-dirst streets, making altogether 368 that are to be erected the present season, and 346 that are or nearly comdeted, without counting the numerous dwellings that have been erected singly in all parts

The deeds are now being prepared for lots on the entire square of ground on Thirteenth street, above Montgomery avenue, Twenty-ürst Ward, upon which buildings will be erected the

Twenty-four dwellings are nearly completed on Alder street, above Oxford, and forty-five on Warnock street, above Oxford.
At Seventh and Franklin streets, between

Diamond street and Susquehauna avenue, seventy-seven dwellings will soon be ready for occupancy. The work of erecting fifty-six on Park avenue, botween Columbia and Mont-gomery avenues; forty-two on Twentieth street, above Jefferson, and seventeen on Jefferson street, west of Twentieth, is progressing rapidly. Fifty-nine dwellings have also been commenced on Seventeenth street, between Master and Jetferson streets.

THE HEALTH OFFICE-REPORT OF INTERMENTS. -The following is the weekly report of the phia for the week ending on Saturday, August

7, 1867;— Minors, 198; adults, 115. Total deaths, 313. Location,- First Ward, 10: Second, 24; Third, 11; Fourth, 8; Fifth, 18; Sixth, 6; Seventh, 10; Eighth, 18; Ninth, 9; Tenth, 9; Eleventh, 7; I welfth, 8; Thirteenth, 6; Fourteenth, 10; Fifteenth, 18; Sixteenth, 9; Seventeenth, 12; Eighteenth, 12; Nineteenth, 16; Twentieth, 24; Twentyfirst, 2: Twenty-second, 8; Twenty-third, 6 Twenty-fourth, 10; Twenty-fifth, 9; Twenty-sixtu 13; Twenty-seventa, 18; from the AlmsLouse, 15; unknown, 10. Total, 313. Deduct 10 deaths from the country, leaves the net deaths in

Nativity,-United States, 256: foreign, 44; people of color, 19; unknown, 13. Sex.-Males, 169; females, 144; boys, 111; girls, 87.

Comparison,-The number of deaths, compared with the corresponding week of 1866 and last week, was as follows:-Week ending August 18, 1866, was 435; week ending August 10, 1567, 330.

A POLICEMAN ASSAULTED .- Yesterday afternoon, about 5 o'clock, an excitement was created in Maryland street, near Mulberry alley, caused by an attack being made on Officer William Russell, who was attempting to quell a disturbance between a number of young men. During the affair the officer was setzed and thrust into the entry of a house in Ellet's court, in company with one of the participants in the row. After keeping him there about twenty minutes he was allowed to come out, when number of men in the crowd renewed the attack on him, beating him in a fearful manner. Word was sent to the Station, and a squad of policemen soon made their appearance, taking into custody James Wordees and William Sipler who were conveyed to the lock-up. A bearing took place in the evening before Alderman Hurley, when the detendants were required to enter bail in \$600 each to answer at court.

DROWNING CASES .- At a quarter past eleven o'clock, last evening, an unknown man walked overboard at Almond street wharf. The body was recovered in a short time, but life was ex-linct. It was removed to the Southwark Hall

Station House.

A number of the members of the United States Hose Company started on an excursion on Friday last, down the Delaware Bay, and when opposite Chester, about nine o'clock at night, G. W. Nutt, one of the members of the company, was drowned. It is stated that he got out of his berth where he was sleeping and

walked overboard. A boy, seven years old, named John Deal, was drowned in the Delaware yesterday at Queen street wharf. The body was soon recovered and taken to the residence of his parents, No. 1011 South Front street, where the Coroner will hold an inquest.

ANOTHER BRUTAL "MILL."-Yesterday morning, at 4 o'clock, was the time selected for a brutal encounter between two buffers known as "Irish Dave" and "Penrose," and the spot select-ed, Second and Millin streets. The last named street is below Moore street, in the First Ward of the city. The amount of money contended for at this brutal exhibition and desceration of the Sabbath morning was \$100, and for its owner ship and so called "victory," these two persons pumished and pummeiled each other for one hour and a quarter, in which time "sixty rounds" of

and a quarter, in which time "sixty rounds" of insticuting were got through with, and "Irish Dave" proclaimed the victor.

Both men were badly punished, but Penrose presented a shocking appearance. His face and head were beaten to a jelty, and his eves protruded from their sockets, wild and bleeding.

-Wanted-A partner with \$500 to po on a "bust." A line addressed to B. C., and left at the post-office, will meet with prompt

becomes the harrance agency of

AMUSEMENTS.

THE WALNUT STREET THEATRE is the only place of annusement new open to the public. It is estimated that fifteen thousand persons wit-cessed the Shakespearlan fairy spectacle, A Midsummer Night's Dream during the past week. We have no doubt the rush will be even greater this week. Such success has rarely ever been accorded to any play in this country, and is the more remarkable when we consider the season. The great spectacle will be presented every night until further notice, with all of its magnificent scenery, jeweiry, costumes and properties. Scats may be secured to-day for any performance during the coming week.

-Messrs. Fox, Earnshaw, and Pilgrim are making great efforts to rebuild the American Theatre as rapidly as possible, and they are eucouraged by the builders to hope that the theatre may be ready for occupancy by the middle of next month.

—Sanford & Tunison open their new marble opera nouse, at Seventh and Arch streets, early next month. Sam Sanford and Frank Moran are the reported "Tambo" and "Bones" of the

The Chesnut Street Pheatre opens on Satur-day, the 14th of September, with a large stock company. -The Arch will open early next month. We

will publish the company roster in a short -Mr. Edwin Forrest is now in this city. He has been prevailed upon to play a lengthy engagement at the Walnut this winter. —Mr. Charles Dickens will give six readings in this city, probably at the Academy of Music during the winter.

MARINE TELEGRAPH.

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

PHILADELPHIA BOARD OF TRADE. WILLIAM C. EENT.
THOMAS E. ASHMEAD,
CHARLES WHERLER,

STORY

MONTHLY COMMITTER,

MOVEMENTS OF OCEAN STEAMERS

100	MO I MAKE HE OF GOMEST BENEFIT MILES.
96	FOR AMERICA.
y	TripoliLiverpoolNew YorkJuly 20
e	Denmark Liverpool New York July 31
	PernyianLiverpool QuebecAug. 1
ic.	C.of N. YorkLiverpool New York Aug. 1
0,	JavaAug. 3
gr.	Wm. FennLondonNew YorkAug. 3
ts	St. David Liverpool Quebec Aug. 3
	FOR EUROPE.
d	Russia New York LiverpoolAug. 21
1-	C, of Dublin New York Liverpool Aug. 21
35	Weser, New YorkBremenAug. 22
LF	DenmarkNew YorkLiverpoolAug. 24
6.6	HammoniaNew YorkHamburgAug. 24
100	City of Paris New York Liverpool Aug. 24
at	PereireNew York., HavreAug. 24 COASTWISE, DOMESTIC, ETC.
	PioneerPhiladaWiimingtonAug. 20
90	J.W. Everman_PhiladaCharlestonAug. 20
	Juniata
10	Stars and Stripes Philada Havana
18:	Rising Star New York Aspinwall
	S. AmericaNew York Rio JaneiroAug 22
	Star of the Union Philada New Orleans Aug. 24
y	WyomingPhilada Savannah
	Malia are forwarded by every steamer in the regular
m	lines. The steamers for or from Liverpool call at Queenstown, except the Capadian line, which call at
id.	i ondenderry. The steamers for or from the Conti-
8.	nent call at Southampton.

CLEARED SATURDAY. Steamship Saxon, Matthews, Boston, H. Winsor&Co. Brig Annie, Mitchell, Port Spain, J. B. Heyl & Co. Schr A. E. Cranmer, Cranmer, Boston, Dovey, Bulkley & Co. Schr M. C. Hart, Hart, Boston, Caldwell, Gordon & Co. Schr C. Shaw, Beeves, Boston, Blakiston, Graeff & Co. Schr E. S. Reeves, Gheen, Fredericksburg, Baugh & hr White Foam, Howes, Providence, Quintard, Ward

E. A. Bartle, Smith, Boston, Street & Co.
Mary Haley, Haley, Washington, Rommel & Schr Mary Haley, Haley, Washington, Rommel & Hunter.
Schr E. H. Naylor, Somers, Boston, do.
Schr H. Simmons, Godfrey, Salem, New and Schuylkill Coal Co.
Schr Keckuk, Small, Boston, do.
Schr Cornelis, Carroll, Washington, Jones & Co.
Schr Cornelis, Carroll, Washington, Jones & Co.
Schr Cornelis, Carroll, Washington, Jones & Co.
Schr C. E. Jackson, Babcock, Boston, J. G. & G. S.
Repplier.
Schr J. Bradley, Bradley, Washington, Captain,
Schr J. H. Stout, Ford, Richmond, W. P. Ciyde & Co.
St'r New York, Marshall, Washington, do.
St'r J. S. Ide, Webb, Baltimore, A. Groves, Jr.
Tug Thos, Jefferson, Allen, for Baltimore, with a tow
of barges, W. P. Clyde & Co.
Tug Chesapeake, Mershon, Delaware Bay, W. P.
Clyde & Co.

ARRIVED SATURDAY.

Brig A. M. Knight, Knight, from Inagua Aug. 2, with salt to W. Bumm & Sons.

Schr Frank Herbert, Crowell, from Boston, with mase, to Crowell & Collins.

Schr Access, Moore, from Norfolk, with shingles to Schr Access, Moore, from Norfolk, with shingles to capitalit.

Schr H., Simmons, Godfrey, from Salem.

Schr E. A. Bartle, Smith, from Salem.

Schr E. Cranmer. Cranmer. From Salem.

Schr A. E. Cranmer. Cranmer. From Salem.

Schr A. E. Cranmer. Cranmer. From Norwich.

Schr H. E. Cranmer. Cranmer. From Norwich.

Schr J. Bradley, Bradley, from Hartford.

Schr W. Wallace, Scull. from Portsmouth.

Schr E. H. Naylor, Somers, from Newbury port.

Schr C. Shaw, Reeves, from Boston.

Schr Keckuk, Small, from Boston.

Schr Keckuk, Small, from Boston.

Schr S. McDevitt, McDevitt, from New Haven.

Schr S. McDevitt, McDevitt, from New Haven.

Schr E. S. Reeves, Gheen, from Wilmington, with mdse, to W. P. Clyde & Co.

Tug Thos. Jeferson. Allen, from Baltimore, with a tow of barses to W. P. Clyde & Co.

Tug Chesapeake, Mershon, from Delaware Bay, with peaches to W. P. Clyde & Co.

Ship Tonawanda, Julius, for Liverpool, at St. Joun, N. B., 18th inst.

Ship British Queen, Francis, hence, at Quebec 12th instant.

, B., lath inst. Ship British Queen, Francis, hence, at Quebec 12th Steamship Tioga, Morse, hence, at New Orleans 12th Steamship Alliance, Kelly, for Philadelphia, sailed

Steamship Alliance, Kelly, for Philadelphia, sailed from Charleston yesterday.

Barque J. Boutton, Lindsey, for Rio Janeiro, sailed from Aiken's Landing 14th inst.

Brig S. P. Smith, Norton, for Philadelphia, cleared at Eangor 14th inst.

Brig Princeton, Wells, hence, at Rockland 12th inst. Schr James Neilson, Hackett, hence, at Taunton 14th instant.

Schr Cyrus Fossett, Harding, hence, at iBoston 16th instant. Schr W. L. Doughton, Tatem, hence, at Salem 15th

schr W. L. Poughton, Tatem, hence, at salem isth instant.
Schr Problem, Owens, for Philadelphia, salled from Richmond 18th inst.
Schr Hannibal, Cox. from Castine for Philadelphia, at Gloucester 18th inst.
Schr S. H. H. Read, Benson, and L. Beard, Perry, for Philadelphia sailed from New Bedford 18th inst.
Schr S. L. Russell, Smith, hence, at Salem 18th inst.
NOTICE TO MARIN EARC.
The Newburyportbar, at the mouth of the Merrimac river, is a changing sand reef, such as is found at the mouths of many of the rivers between here and Texas.
The other day, as was stated, a single storm threw up

mouths of many of the rivers between here and Texas. The other day, as was stated, a single storm threw up an island, where the deepest water had been the day before; but that did not interfere with navigation, it simply changed the mouth of the river, as it has constantly been changing since the waters first ran down from the New Hampshire hills to the sea. Now that island has gone; and on Sunday a vessel drawing fourteen feet of water came over the spot where it had been. The depth of water varies no more here than at other points, and the water is as deep now as it was fitty or a hundred and fifty years ago. People at a distance often mistake about this matter. The bar is no trouble to vessels drawing less than sixteen or seventeen feet of water, more than though it was across the stream at Concord. N. H., instead of here, —Newturipport Herald. Newturyport Herald.

On and after the evening of October 1, 1807, a new order fixed light, illuminating an arc of 225 degrees, will be exhibited from the Assateague lighthouse, coast of Virginia, in place of the fourth order light heretofore shown from this station.

The lighthouse is situated in the position of the former one, about two miles from the SW, point of assateague Island.

The tower is brick, natural color (with lantera painted black), 125 feet high from base to focal plane.

The light is 130 feet above ordinary tides, and should be seen in clear weather at a distance or nineteen nantical miles. be seen in clear weather at a distance of nineteen nautical miles.

The centre of Winter Quarter Shoats bears E. by N. S. N. (Magnetic) 115, nautical miles, and Chincoteague shoats from S. to E.SE. five miles
Lat. 37 54 37 N., 10n. 75 21 04 W.
By order.

W. B. SHUBRICK, Chairman.

Treasury Department, Office Lighthouse Board, Washington, D. C., August 13, 1867.

O B N E X C H A N G I

JOHN T. BAILEY & CO.,

BENOVED TO

N. E. COIDER OF MARKET and WATER Streets.

Philadelphia

DEALERS IN BAGS AND BAGGING
Of every Description, for

Grain, Flour, Salt, Super-Phosphate of Lime, Bone
Dust, Etc.

Large and small GUNNY BAGS constantly on hand.

2221
Also, WOOL SACKS.
JOHN T BAILEY.

JAMES CASCADEN.

GARDNER & FLEMING. COACH MAKERS. NO. 214 SOUTH FIFTH STREET.

New and Second-hand Carriages for sale. Par

ticular attention paid to repairing. 5 30 6m 6 20 to

RAILROAD LINES.

NORTH PENNSYLVANIA BAILROAD.

THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Heschon, White Haven, Wilkesbarre, Mahanoy City, Mount Caimel, and all points in the Lehigh, Mahanoy City, Mount Caimel, and all points in the Lehigh, Mahanoy and Wyoming coal regions.

Passenger Depot in Philadelphia, K. W. corner of BERKS and ARERICAN Streets.

SUMMER ARBANGEMENT.

NINE DAILY TRAINS.

On and after WEDNEYDAY May 5, 1861, Passenger trains leave the New Repot corner berks and American streets, daily (sundays excepted), as follows—At 748 A. M.—Morning Express for Bethlebem and Principal Hatitons on North Pennsylvania Ralicoad, conflecting at Bethlebem with Lebigh Valley Ralicoad for Alfentown, Canasanqua, Statington, Manch Chunk, Weikesbarre, Kingston, Pinson, and all points in Lebigh and Wyoming valleys, also, in connection with Lebigh and Mahaboy Raticoad, for Mahanoy City, and with Catawasa Ralicoad, for Mahanoy City, and with Catawasa Ralicoad, for Mahanoy Danville, Mitton, and Williamsport, Arrive at Mabano Chunk at 1275 A. M.; at Wilkesbayre at 1 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Eethiebem at 1155 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 8 A. M.—Accounted atton for Doylestown, stop-York,
At #6 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Famenagers for Willow Grove, Hatborn, and Hartsville, by this train, take the stage at Old York road.
At 10 15 A. M.—Accommodation for Fort Washington, stopping at Intermediate stations.
At 1 B. R.—Express for Bedniehem, Allentown Mauch Chunk, White Haven, Wilkesharre, Mahanog City, Centralia, Shenandoah, Meant Carmel, and all points in the Mahanog and Wyoming Coal regions, Passengers for Greenville take this train to Quakertown.

town.
At 248 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take single at Doylestown for New Hope; at North Wales

stage at looylestown for New Hope; at North Wales for Sumbergown.

At 4 P. M.—Accommodation for Duylestown, stepping at all intermediate stations, Passengers for Willow Grove, Rathoro, and Hartsville, take stage at Atlingt n. for Lamberville at Doylestown.

At 0.20 P. M.—Through accommodation for Rethlebem and all stations on main line of North Pennsylvania Hatiroad, connecting at Bethlebem with Lenigh Valley Evening Irain for Easton, Allentown, and Mauch Chunk.

At 0.20 P. M.—Accommodation for Landale, stopping at all intermediate stations.

At 11:20 P. M.—Accommodation for Fort Washington.

At 11:20 F. M.—Accommodation for Fort washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlebem, at 7:15 A. M., 2:05 and 5:40 P. M.

Tes P. M. train makes direct connection with Lerligh
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Hanleton. Passengers leaving Easton at
11:20 A. M. arrive in Philadelphia at 2:05 P. M.

Pansengers leave Wilkesbarre at 1:30 P. M., connect
at Bethlebem at 6:15 P. M., and arrive in Philadelphis
at 8:00 P. M. at 8:40 P. M. From Doylestown at 8:25 A. M., 5:10 P. M., and 7:40 P. M.

From Doylestown at 820 A. M., 840 F. M., 840
740 F. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 340 P. M.
ON SUNDAYS.
Philadelphia for Bethletsen at 930 A. M.
Philadelphia for Doylestown at 745 F. M.
Doylestown to Philadelphia at 430 P. M.
Herbiehem to Philadelphia at 430 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to coure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets solu and Baggage checked through to prin-Tickets solu 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.

WEST CHESTER AND PHILADELPHIA
RAHLROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and siter MONDAY, June 24, 1867, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets.
West Philadelphia, as follows:
Leave Philadelphia, as follows:
Leave West Chester for Philadelphia, from Depo
on East Market street, at 575 A. M., 716 A. M., 720
and 1045 A. M., 155 P. M., 450 and 650 P. M.
Trains leaving West Chester at 7.30 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junetion and Media only.
Passengers to or from stations between West Chester and B. C. Junction going east, will take train
leaving West Chester at 7.15 A. M., and going west
will take train leaving Philadelphia at 450 P. M.,
Leave Media for Philadelphia at 450 P. M., and
transfer at B. C. Junction.
Leave Philadelphia for Media at 5.30 P. M.
Stopping at all stations.
The Market Street cars will be in waiting, as usual,
at Thirty-first and Market streets, on the arrival of
each train, to convey passengers into the city; and
for lines leaving the Depot take the cars on Market
street, the last car connecting with each train leaving
Front and Market streets thirty minutes previous to
det arture.
The Chesnut and Wainut Street cars connect with
all of the above trains, carrying passengers down
chesnut street, past the principal hoteis and the Camden and Amboy RR. office, at Wainut street wharf,
passing out Wainut street to the depot.
ON SUNDAYS.

den and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the depot.

ON SUNDAYS,
Leave Philadelphia at 8:06 A. M. and 2 P. M.
Leave West Chester at 7:45 A. M. and 5 P. M.
The cars on Market street will connect with all Sonday 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 7:16 A. M. and 4:50 P.
M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points. C. K. R., for Oxford and intermediate points.

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

THILADELPHIA AND ERIE RAILROAD .-SUMMER TIME TABLE. SUMMER TIME TABLE.

Through and direct route between Philadelphia.
Balthure, Harrisburg, Williamsport, and the Great
Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains.
On and after MONDAY, April 29, 1857, the trains on
the Philadelphia and Eric Railroad will run as

follow		erhum		*****	******	.,,,,,	17,000		
INCOME.			WE	STWA	RD.				
BEGGE	Penin	leaves	Phlia	delph	ia		7	'00 P.	M.
4.4	9.6	leaven.	Willi	$_{ m BIDSD}$	Orkenne		cree 3	1001 25.	235.0
66	44	arrives	at E	P 167			CHILL S	198 P.	M.
Weig F	Cypre	as leav	es Ph	ladel	phia			00 no	on.
ANATO A		leav	GR M.I	$m_{\rm BH}$	sport	*******		10 L	205.
++	14	arri	ves at	Erie.	**********	*******	10	'00 A.	M,
Elmir	a Ma	il leave	as Phi	ladels	hia		0	'00 A.	M,
41	.64	leave	88 W.H.	I I IN Z Z Z A S	pert		west.	140 P.	200
**	84	BETTY			Haven	lesenses.	4	F10, P.	M,
			_ EA	STWA	HD,	14	144		
Mall	Frain	leaves	Erle.	***********	********		seesal!	120 A.	105.
**	44	leaves	Willia	mape)FL		.,,,,1	F10 E.	21
- 66	**	Brrives	s at Pt	liade	thirin-	*******	*****	WU ZA.	AL.
Erlel		ess leav	es Er	Carent	*******		mare !	O'THI A'	24
95	44	leav	es W1	Ham	sport	In .	11111	1:00 31	AF.
- 11	- 11	BILL	ves a	Phu	adelph	110		100 2	200
Elmir	n MI	il leave	es Loc	E HA	sport			10:35.	26
**	1	TERV	CR WI	Distin	chaloki		*****	Stan D	M,
		Expre	V CO ILU	E una	ofth al	treat	DE CA	War	222.0
Mai	1 BEG	tin Rai	as con	Decky	VILL BL	Loor	rivor.	Phyla	Auto
andr	THUE	o M. ar	rivery,	f Test	maton	at a	1540	- M	WOT.
OILC	Ly Mc	9'50 A. Philad	alphle	nt.	7:00 P.	M	BFT	tve at	Off
Les	RILLA	P. M.	terfirm.	-		-			-
COLV. B	W # 00	A	St. 14	100	49		C-1 164		

All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklis and Petroleum Centre. Engage checked through, ALFRED L. TYLEEL, General Superintendent.

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,—Summer Arrangements.
On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, Corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:15 A. M. and 450 P M.

Leave 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 run on Tuesdays and Fridays, leaving the Rising Sun at 1:15 A. M. Oxford at 12:00 M., and Rennett 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., run ling through to Oxford.

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

The Train leaving Philadelphia at 6:50 P. M., runs to Bising Son, Md.

Passengers allowed to take wearing apparel only Passengers allowed to take wearing apparel only Passengers. Passengers allowed to take wearing apparel only
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
dellars, unless a special contract be made for the same
HENRY WOOD, General Sup't.

ANNAMESSIC SHORT LINE AND United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Phila delphia, Wilmington, and Baltimore 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, Baleigh, Chariotte, Columbia, Macon, Augusta, Montgomery, Mobile New Orleans, and intermediate points.

For tickets and information inquire at Offices. Nos
for tickets and information inquire at Offices. Nos
for tickets and information inquire at Offices. Nos
for tickets and washing Ton Avenue.

[7 Lam
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, 1807, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philiadelphia, foot of Market street (upper ferry), at 7. A. M.
Returning leave Cape Island at 6 P. M., stopping at
principal Stations only.
Fare, 4700, Excursion Tickets, \$4.00. Good this day
and train only.

WILLIAM J. SHOW FV. WILLIAM J. SEWELL.

Superintende

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 Ches-nut and Walnut Streets Railway run within one nut and Walnut Streets Railway run within one square of it.

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

Sleeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninth and Chesnut streets, Agents of the Union Transler Company will call for and deliver baggage at the Depot, Orders left at No. 501 Chesnut street, or No. 1 South Eleventh street, will be attention. TRAINS LEAVE DEPOT, VIZ :--

Mail Train. 500 A. M. Paoli Accommodation, No. 1 1000 A. M. Fast Line and Eric Express 12:10 P. M. Paoli Accommodation, No. 2 12:00 P. M. Paoli Accommodation, No. 2 200 P. M. Lauraster Accommodation 200 P. M. Lauraster Accommodation 400 P. M. Parkenter Training Maintenance 100 P. M. 5 90 A. St.
10'00 A. St.
12'10 P. M.
1'00 P. M.
2'90 P. M.
4'90 P. M.
5'30 P. M.
7'30 P. M.
7'30 P. M.
11'15 P. M. No. 187 DOCK Street. TRAINS ARRIVE AT DEPOT, VIZ.:-Cincinnati Express. Parkesburg Train.
Lancaster Train.
Past Line and Eric Express...
Paol I Accommodation, No. 2...
Day Express...
Paol Accommodation, No. 2...

At 5 and 10 A. M., 1, 4, 5, 6, and 11-20 P. M., for Edgewater, Riverside, Riverton, and Paimyra.
At 8 and 10 A. M., I. 4, 6, and 11 30 P. M., for Fish

House,
The 1 and 11:30 P. M. Lines leave from Market
Street Ferry, upper side,
LINES FROM KENSINGTON DEPOT
Will leave as follows:
At 11 A, M., 4 30 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines,
Fare, 43. sington and Jersey City, New York Express Lines, Fare, 43. At 8, 10 15 and 11 A. M., 230, 330, 430, 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

At 8 and 10 15 A. M., 230, 430, 5. and 12 P. M., for Schencks.

At 10 15 A. M., 230 and 5 P. M., for Eddington,
At 730 and 10 15 A. M., 230, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and Intermediate stations.

BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot,
At 8 A. M. for Niagara Falls, Huffalo, Dunkirk,
Canandaigua, Elmira, Ithaca, Owego, Rochester,
Binghamion, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc. etc. etc.
At 8 A. M. and 8:20 P. M. for Beividere, Easton,
Lambertville, Flemington, etc.
The 3:20 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and Intermediate Sta-tions. tions.

Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:

At 1:10 A. M., and 1:20 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3-25, The 1:20 A. M. and 6:30 P. M. Lines will run daily. All others, Sundays excepted.

July 15, 1867.

WM. H. GATZMER, Agent,

FOR CAPE MAY BY BAILROAD, FROM POR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

Commencing SATURDAY, July 13, 1867.

9-60 A. M. Morming Mail. Due 12*25 P. M.

3-60 P.M. Cape May, Possenger. Due 7-18 P. M.

4-60 P. M. Express. Due 7-50 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

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

9-60 A. M. Fass Express. Due 12*07 P. M.

5-60 P. M. Cape May Express. Due 8-25 P. M.

The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7-50 A. M., returning leaves Cape Island at 5*50 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 at this office can have their baggage checked at their residences.

WEST JERSEY RAILROAD LINES.

from foot of MARE ET Street (Upper Ferry),
Con mencing SATURDAY, July 13, 1867,
Soo A. M. Morning Mail, for Bridgeton, Falem,
Milville, Vinciand, and intermediate stations,
900 A. M. Cape May Morning Mail,
800 P. M. Cape May Accommodation,
800 P. M. Bridgeton and Salem Passenger,
400 P. M. Cope May Express,
800 P. M. Woodbury Accommodation,
Cape May Freight leaves Camden at 920 A. M.
West Jersey Freight Train leaves Camden at 12 M.
(noon). Freight will be received at Second Covered Whar below Wainut street, from 700 A. M. until 500 P. M. Freight received before 500 A. M. will go forward the same day. ame day.
Freight Delivery, No. 228 S. DELAWARE Avenue
7 2 (f WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI TIME TABLE, On and after Wednesday, May 1, 1867. FOR GERMANTOWN. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A. M. I.

15, 13, 4, 5, 55, 620, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M.

2, 3, 4, 45, 5, 65, 7, 8, 9, 10, 11 P. M.

The 820 Down Train and 85 and 55 Up Trains will

OR CONSHOHOCKEN AND NORRISTOWN,

FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 9, 75, 9, and 11 06 A. M. 15, 3,
45, 15, 104, 805, and 115, P. M.
Leave Norristown 5 66, 7, 7 89, 9, and 11 A. M. 15, 3,
45, 65, and 55, P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M., 236 and 7 18 P. M.
Leave Norristown 7 A. M., 236 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 75, 9, and 11 66 A. M. 15, 8,
45, 55, 65, 805, 87, and 115, P. M.
Leave Manyank 8 10, 75, 8 20, 9 8, and 115, A. M. 2
35, 5, 65, 9, and 105, P. M.
ON BUNDAYS.
Leave Philadelphia 9 A. M. 25, and 75 P. M.
Leave Philadelphia 9 A. M. 25, and 75 P. M.
Leave Manyank 75, A. M. 6 and 85 F. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD,

THROUGH IN TWO HOURS,

Five Trains daily to Atlantic City, and one on Sunday. on and after SATURDAY, June 29, 1867, trains will cave VINE Street Ferry, as follows:—

Express (inrough in two hours) 708 A.M.,

Accommodation 40 Jackson and intermediate Stations leaves Vine atreet. 530 P.M.,

Retorning leaves Jackson 530 P.M.,

Retorning leaves Jackson 530 P.M.,

Retorning leaves Jackson 530 A.M.,

BADDONFIELD ACCOMMODATION TRAINS

Leave Vine street at 500 P.M.,

Leave Vine street at 700 P.M.,

EUNDAY MAIL TRAIN TO ATLANTIC CITY

Leaves Vine street at 720 A.M., and Atlantic at 40 P.M.,

Fare to Atlantic \$2. Round Trip Tickets, good only for the day and train on which they are 'smed, 53.

Tickets for sale at the Office of the Philadelphia Local Express Company, No. 625 CH ESNUT Street,

and as No. 228 CHESNUT Street, Continental Hotel.

The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for paggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City

B. H. MUNDLY,

624 U.M.

RAILROAD LINES,

READING RAILROA
PROMPRILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUBQUEHANNA, CUMBERLAND, AND WYOMING
VALCEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1877,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets. Philadelphia, as the following hours:

Leaving the Company's Depot, at Thirk mass the following hours—
In MORNING ACCOMMODATION,

At 7:80 A. M., for Reading and intermediate Stations,
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, Harristurg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niazara Falla, Baffalo,
Alleniown, Wilkesbarre, Pitston, York, Carliale,
Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the
Sylvania Railroad trains for Allentown, etc., and the
Lebacon Valley train for Harrisburg, etc., at PORT
CLINTON with Catawissa Railroad trains for Wilillamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley,
and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

berland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 3:30 P. M., for Beading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

FOTTSTOWN ACCOMMODATION
Leaves Pottstown at 6:20 A. M., stopping at Internediate Stations; arrives in Philadelphia at 8:40 A. M., Returning, leaves Philadelphia at 6:30 P. M.; arrives in Pottstown at 8:45 P. M.; arrives in Fottstown at 8:45 P. M., stopping at all way lattons, arriving at Philadelphia at 10:15 A. M. Returning, leaves Philadelphia at 5:00 P. M.; arrives in Resuling at 7:45 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A.

D Reading at 745 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A.
M., and Pottsville at 8-5 A. M., arriving in Philadelphia at 1:00 P. M. Afternoon trains leave Harrisburg at 2:00 P. M., Pottsville at 2-6 P. M., arriving in Philadelphia at 6-6 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7-15 A. M. and Harrisburg at

delphia at 64 8 p. m.

Leaves Reading at 745 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Afterneon Accommodation south at 620 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 708 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 311 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 435 P. M. CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD.

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

M. and 1:00 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:50 A. M. and 1:50 and 10:00 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicaro. Williamsport, Eimira, Baltimore, etc., Returning, express train leaves Harrisburg on at rival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 9 P. M., passing Beading at 4:2 and 10:30 A. M., and 4:50 and 8:20 P. M. Sieepingcars accompany these trains through between Jerney 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. P. M. Mall train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILBOAD. Trains leave Pottsville at 7 and 11-30 A. M., and 70 P. M., returning from Tamaqua at 7-35 A. M. and 1-31 and 4-15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILBOAD. Trains leave Auburn at 7-50 A. M. for Pipegrove and

Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 820 P. M., and from Tremont at 735 A. M. and 527 P. M., and from Tremont at 735 A. M. and 527 P. M., 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, Market train, Reading and Potistown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and Intermediate stations, by Reading and Potistown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treusurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLIS, 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 families and firms.

MILEAGE TICKETS,

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

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

CLEEGY MEN

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

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 5-20 A. M., 12-45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

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

TORULADEL PHIA, WILMINGTON AND BALS

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MGNDAY, July 8, 1867, Trains will leave Depot, corser BROAD Street and WASE INGTON Avenue, as follows:—
Way Mail Train at 829 A. M. (Sundays excepted for Baitimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristield and intermediate stations. necting with Delaware Railroad at Wilmington for CrisBeid and intermediate stations.

Express Train at 11°50 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 3°50 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurelow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11°0 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturday's excepted) with Delaware Railroad Line, stopping at Newcastise, Middletown, Clayton, Dover, Harrington, Seaford, Saliabury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norlick, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11°30 A. M. Train. Via Crisfield will take the 11°30 A. M. Train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12°30, 2°00, 4°30, 5°00, and 11°30 (daily) P. M. The 4°30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations The 5°00 P. M. Train rungato New Castle.

Leave Wilmington 5°30, 7°15 and 8 A. M., 4°00 and 6°31 (daily) P. M. The 7°15 A. M. Train will not stop at stations between Chester and Philadelphia,

FROM BALTIMURE TO PHILADELPHIA.

Leaves Baltimore at 8°35 P. M., Express, 2°15 P. M., Express, 2°15 P. M., Express, 2°35 P. M., risheld and intermediate stations.

Express Train at 11 50 A. M. (Sundays excepted) for

TO PERSONS GOING OUT OF TOWN.

corner had guitated their next are made CALL AT SMITH'S,

NO. 328 CHESNUT STREET And supply yourselves with STATIONERY

PORTFOLIOS, TOUBISTS' WRITING DESES, DRESSING CASES, CHESSMEN,

CHECKER BOARDS, ETC. All kinds of Blank Books, Printing, Stationery Pocket Books, Pocket Cutlery, etc stc., at very greatly reduced prices. 76sf

HITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords

Twines, Etc. No. 26 North WATER Street, and No. 21 North DELAWARE Avenue, PRILADELPHIA, EDWIN B, FITTER, CONRAD P CLOTHIER, 2 167

COTTON AND FLAX
BAIL DUCK AND CANVAS.
Co all numbers and brand
Paper State of this red washes Fells, from one tosey;
less wider value pertury, Sail Twins etc.
CO. N. W. EVELMAN & CO. Lie, and JONES Alley

but may are of the dign year oil to due bey