THE PARTY EVENING PELECKATH-PRINCALFILLA, WINNESPAY, AUGUST 21, 1967.

Sealed Proposals will be received at this office until 12 M., August 24, 1867, for the purchase of all the right, litle, and interest of the United States in and to the United States Military Ranfroad from Brazos Santiago to White's Ranche, Texas.

sale will include the entire track and sleings, buildings, water stations, turn-tables, etc., the railroad materials, the supplies pertaining to the road, together with the rolling stock, cars, machinery, and other equipment,

4 Claw Bars. 4 Square Brasses. 2 Shipping Boxes. 7 Flat Cars. 130 Sailroad Chairs. 25,000 pounds Rattroad Chairs. I Push Car Frame. Crow's Feet. Railroad Frogs and Switch Stands. 1 Track Gauge. 9,560 pounds Railroad Iron.

I Locomotive and Tender.
I Locomotive,
I Head-light Locomotive
4 Coupling Links.
4 Spike Mauls.
2 Spike Punches. pounds Car Springs. Jackscrews and Levers pounds Railroad Spikes miles Railroad Track. urn-Tables.

25 Cross Ties. Fire Tongs.
Push Car Wheels.
Screw Wrenches. Cooking Stove. Stove. Hand Cars. Push Car. This sale will not include the bridge over the

Boca Chica.

The sale will not include the title to the land, which does not belong to the United States.
This road is about ten miles in length, and

extends from Brazos Santiago to White's Ranche, on the Rio Grande. Fron this point connection is made by steamer with Browns-ville and Matamoras. The route is the shortest and best for the im-mense traffic between the Gulf of Mexico and

the interior of Southern Texas and Northern Mexico, and the communication by rail alone can readily be extended to Brownsville. The road already completed saves thirty miles of difficult and tortuous navigation. The road s five feet gauge, good ties, T rail, and full

The property may be inspected on application to Captain C. H. Hoyt, A. Q. M., Brownsville, Texas, and any information desired may be obtained from that officer, or from the office of the Chief Quartermaster Fifth Military District, New Orleans, La.

A condition of the sale will be that transpor-

tation shall be furnished for all Government troops and supplies whenever required, at rates not to exceed those paid by the United States to other railroad companies in the Fifth Military District.

The terms of payment accepted will be those considered the most favorable to the Govern-

Ten per cent. cash, in Government funds, to be paid on acceptance of proposal.

The Government reserves the right to reject

The Government reserves the right of any or all proposals.

Proposals should be indorsed "Proposals for the purchase of Brezos Santiago and Rio Grande Railroad," and addressed "Brevet Lieutenant-Colonei A. J. McGonnigle, A. Q. M. U. S. Army, office Chief Quartermaster Fifth Military District, New Orleans, La."

A. G. McGONNIGLE,

Brevet Lieut.-Col. and A. Q. M. U. S. Army, 8 20 4t in charge of office.

T ARGE SALE OF PUBLIC PROPERTY.

OFFICE ARMY CLOTHING AND EQUIPAGE, \ ST. LOUIS, Mo., August 15, 1867.

Will be sold at public auction, at the DEPOT OF ARMY CLOTHING AND EQUIPAGE, No. 907 North MAIN Street, St. Louis, on TUESDAY, the 3d day of September next, commencing at 11 o'clock A. M., to be continued from day to day, the following articles of Army

Clothing and Equipage,— 72,000 Great Coats (footmen's), 58,000 Great Coats (horsemen's). 50,000 Uniform Hats. 50,000 Ostrich Feathers, 50,000 Hat Cords and Tassels (blue). 50,000 Forage Caps.

3.111 Uniform Frock Coats. 8,451 Veteran Reserve Jackets. 328 Knit Jackets.

18 680 Lined Sack Coats. 66,212 Unlined Sack Coats. 7 000 Overalls. 6 945 Knit Drawers

1,000 Worsted sashes. 282 Pairs Boots. 16 653 Pairs Bootees. 5,600 Pairs Trowsers (norsemen's). 000 Haversacks,

50,000 Knapsacks. 25,000 Rubber Blankets. 63,500 Woollen Blankets. 20,000 Pick Axes, 15,400 Pick Axe Handles.

15,460 Pick Axe Handles.

These articles are all new, and offer great inducements to dealers throughout the country.

A small quantity of damaged property will be sold at the same time and place. Samples of all may be seen at the Depot within ten days of sale, and catalogues had.

sale, and catalogues had.

Terms—Cash in Government funds, ten per cent, down, the balance before the goods are taken from the Depot, which must be within five days after the sale, under forfeiture of the purchase and the ten per cent, deposited.

By order of the Quartermaster-General,

JOHN F. RODGERS,

Captain and Military Storekeeper

S 19 18t United States Army.

LARGE SALE OF NEW MATERIAL

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., August 15, 1867. By direction of the Quartermaster-General a large lot of new Quartermaster's Stores and Horse Medicines will be sold at public auction, at Lincoin Depot, under the supervision of Prayer Lightenant Colonel James M. Moore. Brevet Lieutenant-Colonel James M. Moore, Quartermaster U. S. A., on MONDAY, Sep-tember 2, commencing at 10 A. M., consisting in

90 coal oil lamps, 5,000 table legs, 17,444 lbs. asst. iron nuts, 7,481 lbs. iron and cop-108 lbs. ingot copper, 575 coal oil burners, 2500 lbs. iron wire, 658 lbs. R. R. and other per rivets, 14,648 handles,axe,pick, spikes, 103 carpenters', etc., 110 wagon

7679 lbs. oil tanned leather, 210 wrenches, Gov-ernment pat-tern, 846 lbs. sole leather, 2483 lbs. oakum,
177 lbs. Miea,
216 ibs. packing hemp,
271 spools W. and B.
thread,
100 ft. coil chain,
272 coil chain,
273 coil chain,
274 coil chain,
275 coil chain,
276 coil chain,
277 coil chain,
277 coil chain,
278 co

ALSO 108. sulphate cop-130 lbs. aloes, 100 lbs, calomel, 100 lbs. sugar lead, 100 lbs. alum, 546 lbs sulphur, 362 lbs. glauber salts, 100 lbs. tariar emetic, 100 lbs. epsom salts, 100 lbs. nitrate potas-

mate, 39 lbs. iodide potassa, 56 lbs. cream tartar. 447 ibs. oils juniper, spike, amber, wintergreen, British, croton, hemlock, etc. etc.; 473 lbs. tinctures, lobella, ginger, lodine, myrrh, hemlock, etc. Red precipitate, spatulas, prescription scales, syringes, ointment, do. jars, etc. etc. Catalogues of sale can be had upon application.

Terms-Cash in Government funds By order of General C. H. Tompkins, Depot JAMES M. MOORE, Byt. Lleut.-Col., Q. M. in charge,

GARDNER & FLEMING, COACH MAKERS.

New and Second-hand Carriages for sale. Par ticular attention paid to repairing. 6 30 6m

NO. 314 SOUTH FIFTH STREET.

PROPOSALS.

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

of the Mississippi river at the Des Moines Rapids.

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

All propositions must state the price at which each and every kind of work specified in the

each and every kind of work specified in the proposal is to be done, and no bld will be con-sidered that is not definite in this respect. The Government reserves the right to reject

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

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

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

The price or prices in the contract will be considered as including the expense of furnishing all the materials and performing all the work, according to the plans and specifications exhi-

according to the plans and specifications exhi-

bited at the letting.

The entire cost of the canal is estimated at \$2,008,345 (two million sixty-eight thousand three hundred and forty-five). The amount appropriated by Congress is \$700,000 (seven hundred thousand dollars)—the contract can only

be made to cover this amount.

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

shall be entirely completed.

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

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

Lieut.-Col. 35th Infantry,

7 30 4w Byt Major-General U.S. Army, PHILADELPHIA DEPOT.

ASSISTANT QUARTERMASTER'S OFFICE,)

ASSISTANT QUARTERMASTER'S OFFICE,
No. 1139 GIRARD STREET,
PHILADELPHIA, August 19, 1867.

Proposals will be received at this office until 12
o'clock M., SATURDAY, August 24th, 1867, to
restore to its original condition eleven hundred
and fifteen (1115) feet, more or less, of "Willow
Grove Avenue," Chesnut Hill, Philadelphia,
on the grounds formerly occupied by the United
States Government in connection with the
"Mower" Hospital.

Mower" Hospital. Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the bid, and certified to as being good

and sufficient security for the amount involved, by the United States District Judge, Attorney, Collector, or other public officer. Blank forms for bids can be had on applica-

Blank forms for bids can be had on application at this office, and bidders are requested to
be present at the opening of the same.

The right is reserved to reject any bid deemed
too high, and no bid from a defaulting contractor will be received.

Endorse envelopes, "Proposals for Repairs to
Willow Grove avenue."

By order of Brevet Major-General G. H. Crosman, Assistant Quartermaster-General, United
States Army. States Army, HENRY W. JANES.

Captain and Assistant Quartermaster, 8 19 5t] Brevet Lleutenant Colonel, U.S. A.

HOUSE AND SIGN PAINTING. PAINTING.

THOMAS A. FAHY, HOUSE AND SIGN PAINTER, (Late Fahy & Bro.) No. 31 North THIRD Street

OLD BRICK FRONTS done up, and made to loos equal to the finest press brick. Samples at the shop City and country trade solicited. All orders by Posi promptly attended to.

419 fmw

NEW PUBLICATIONS.

LECTURES,—A NEW COURSE OF LEC-tures is being delivered at the NEW YOAK MUSEUM OF ANATOMY, embracing the subjects;— "How to Live and what to Live for,—Youth, Maturity, and Old Age,—Manhood generally Re-viewed.—The Causes of Indigestion, Flatulence, and Nervous Diseases accounted for,—Marriage philoso-phically considered," etc. Pocket volumes containing these lectures will be brwarded to parties, unable to attend, on receipt of forwarded to parties, unable to attend on receipt of lour stamps, by addressing "SECRETARY, New YORK MUSEUM OF ANATOMY AND SCIENCE, No. 618 BROADWAY, NEW YORK." 5 241mw 3m*

FERTILIZERS.

AMMONIATED PHOSPHATE AN UNSURPASSED FERTILIZER

For Wheat, Corn, Oats Potatoes, Grass, the Vegetable Garden, Fruit Trees, Grape Vines, Etc. Etc. This Fertilizer contains Ground Bone and the bes Fertilizing Salts.
Price \$60 per ton of 2000 pounds. For sale by the

WILLIAM ELLIS & CO., Chemists, No. 724 MARKET Street.

WANTS.

BOOK AGENTS IN LUCK AT LAST.

The crisis is passed. The hour has come to lift the vell of secresy which has hitherto enveloped the inner history of the great civil war, and this is done by offering to the public General L. C. Baker's

"HISTORY OF THE SECRET SERVICE." For thrilling interest this book transcends all the romances of a thousandly ears, and conclusively preves that "truth is stranger than fiction."

Agents are clearing from \$200 to \$300 per month, which we can prove to any doubting applicant. A few more can obtain agencies in territory yet unoconcled. Address

pled. Address P. GARRETT & CO., NO. 70% CHESNUT STREET, PRILADELPHIA.

WANTED—FOR THE U.S. MARINE corps, able-bodied MEN. Recruits must be able-bodied, young, unmarried men. They will be employed in the Government Navy-yards and in Ships of War on foreign stations. For further information apply to

JAMES LEWIS,
419 Imw tf Captain and Recruiting Officer,
No. 311 S. FRONT Screet.

FRENCH STEAM

SCOURING.

ALBEDYLL, MARX & CO.

NO. 132 SOUTH ELEVENTH STREET

AND

NO. 516 RACE STREET. Slomwi PRIVY WELLS-OWNERS OF PROPERTY—
The only place to get Privy Wells cleaned an d
disinfected at very low prices.

A. PEYSON, Manufacturer of Pondrette, \$102 GOLDSMITH'S HALL, LIBRARY Street

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.-

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE,—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hasseiton, White Haven, Wilkesbarre, Mahanoy City, Mount Caimei, and all points in the Lebigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Phitadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and sher WEDNESDAY May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—
A17-38 A. M.—Morning Express for Bethlebem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlebem with Lehigh, Valley Railroad for Allentown, Catasanqua, Slatington, Mauch Chunk, Weatherly, Jeansville, Hazelton, White Haven, Wilkesbarre, Kingstop, Piliston, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawasa Railroad, for Mahanoy City, and with Catawasa Railroad, for Rupert, Danville, Milton, and Williamsport, Arrive at Mauch Chunk at 12-95 A. M.; at Wilkesbarre at a P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Beihlehem at 11-55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 8-45 A. M.—Accommodation for Doylestown, stop-

At 8 45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers fer Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 16 15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1 30 P. M.—Express for Bethlehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Sheoandoah, Mount Carmel, and all points in the Mahanoy and Wyeming Coal regions, Passengers for Greenville take this train to Quakertown.

At 245 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers lake stage at Doylestown for New Hope: at North Wales

or Sunneytown.

At 4 P. h.—Accommodation to Doylestown, stoping at all intermediate stations Passengers for Willow Grove, Hatboro, and Hart-ville, take stage at Abingt in for Lumberville at Doylestown.

At 8 20 P. M.—Through accommodation for Bethlebem and all stations on main line of North Fennsylvaria Rallroad, connecting at Bethlebem with Lehigh Valley Evening train for Kaston, Allentown, and Manch Chunk. Valley Evening train for Easton, Allentown, and Mauch Churk.
At 520 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 1179 P. M.—Accommodation for Fort Wasa-

Ington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 945 A. M., 245 and 840 P. M.,
245 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Hazleton. Passengers leaving Easton at
1125 A. M. arrive in Philadelphia at 245 P. M.,
Passengers leave Wilkesbarre at 135 P. M., connect
at Bethlehem at 645 P. M., and arrive in Philadelphis
at 846 P. M.

From Doylestown at 8.25 A. M., 5.10 P. M., and

The P. M.

From Lansdale at 7:30 A. M.

From Fort Washington at 11:50 A. M. and 3:05 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:45 P. M.

Doylestown to Philadelphia at 7:30 A. M.

Bethlehem to Philadelphia at 4:30 P. M.

Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot. 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 ecure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets soid and Baggage checked through to principal points at hann's North Pennsylvania Baggage Express Office.

Express Office, No. 105 S. FIFTH Street.

EXPRESS Office,

No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MED.A.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1957, 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., 2780 P. M., 415 P. M., 450 P. M., 760 P. M. and
1930 P. M.
Leave West Chester for Philadelphia, from Depo
on East Market street, at 615 A. M., 715 A. M., 736
and 1045 A. M., 135 P. M., 450 and 650 P. M.
Trains leaving West Chester at 7:30 A. M., and leavting 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 7:35 A. M., and going west
will take train leaving Philadelphia at 450 P. M., and
transfer at B. C. Junction.
Leave Philadelphia for Media at 5:30 P. M.
Stopping at all stations.
The Market Street cars will be in waiting, as usua,
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 Walnut Street cars connect with

Front and Market streets thirty manates 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 hotels and the Camden and Amboy RR, other, at Wainut street wharf, passing out Wainut street to the depot.

ON SUNDAYS.

Leave Philadelphia at 840 A. M. and 2 P. M.

Leave West Chester at 745 A. M. and 5 P. M.

The cars on Market street will connect with all sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

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

Passengers are allowed to take wearing apparel 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.

4 32 General superintendent.

PHILADELPHIA AND ERIE RAILROAD.—

SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Grest Oil Region of Pennsylvania.

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

WESTWARD.

Mail Train leaves Erie. 10-28 A. M. 10-28

Leaving Philadelphia at 730 F, M.,
Leaving Philadelphia at 730 F, M.,
Leaving Philadelphia at 730 F, M.,
All trains on Warren and Franklin Rallway make
close connections at Oil City with trains for Franklir
and Petroleum Centre, Baggage checked through,
ALFRED L. TYLEK,
General Superintendent,

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,—Summer Arrangements, On and atter SATURDAY, June 1, 1807, Trains will cave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 715 A. M. and 430 P M.

Leeve Rising Sun at 5 15 and Oxford at 606 A. M., and teave Oxford at 525 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11:15 A. M., Oxford at 12:00 M., and Kennett at 12:00 P. M., connecting at West Chester Junction with a 11:sin for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7:18 A. M. consects at Oxford with a daily line of Singes for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

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

Passengers allowed to take wearing apparel only Passengers allowed to take wearing apparel only Passengers allowed to take wearing apparel only Passengers and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5 112.

A NNAMESSIC SHORT LINE

ANNAMESSIC SHORT LINE AND

United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Phila-delphia, Wilmington, and Baltimore Railroad, BROAD street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro Newbern, Charleston, Savannah, Raleigh, Charlotte, Newbern, Charleson, Caranan Anega, Univioue,
Columbia, Macon, Augusta, Montgomery, Mobile
New Orleans, and intermediate points,
For tickets and information inquire at Offices, Nos
411 and 828 CHESNUT Street, or at Depot, BROAD
Street and WASHINGTON Avenue,
17 1 2m
H. V. TOMPKINS, General agent Norfolk, Va.
C. I. TROWBRIDGE, General Passenger Agent.

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY.
Commencing SUNDAY, June 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, foot of Market atreet (upper forry), at 7 A. M.
Returning leave Cape Island at 5 P. M., stopping at
principal Stations only.
Fare, \$300. Excursion Tickets, \$400. Good this day WILLIAM J. SEWELL,

RAILROAD LINES,

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1861, The trains of the Pennsylvania Central Rallroad leave the Pepot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one days-The Market Street cars leave Front On Sundays—The Market Street cars leave From and Market Streets thirty-five minutes before the ensiture of each train.

Sleeping Car Tickets can be had on application at a Ticket office N. W. cor. Ninth and Chesnut streets. Agents of the Union Transier Company will call for and deliver baggage at the Depot. Orders left at No. of Chesnut street, or No. 1 South Eleventh atreet, will cally for the product attention.

TRAINS LEAVE DEPOT, VIZ :-Mail Train
Field Accommodation, No. 1
First Line and Erie Express
Paol Accommodation, No. 2
Harrisburg Accommodation
Langaster Accommodation

For further information apply to

For further information apply to

JOHN C. ALLEN, Ticket Agent,

No. 901 CHESNUT Street.

8A MUEL H. WALLACE,

Ticket Agent at the Depok,

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hondred

Joliars in value. All Baggage exceeding that amount

in value will be at the risk of the owner, unless taken

by special contract. by special contract.

FDWARD H. WILLIAMS.
429 General Superintendent, Altoona, Pa.

At 5 and 10 A. M., s. 4, 5, 6, and 11:30 P. M., for Edgeater, Riverside, Riverton, and Palmyra, At 5 and 10 A. M., L. 4, 6, and 11-30 P. M., for Fish

The 1 and 11'20 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 Kensington and Jersey City, New York Express Lines. Fare, \$3.

At 8, 10:15 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., for Trenton 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 Scheicks.
At 10°15 A. M., 2°30 and 5 P. M., for Eddington.
At 7°30 and 10°15 A. M., 2°30, 4, 5, 6, and 12 P. M., for
Cornwell's, Torresdale, Holmesburg, Tacony, What
noming, Bricesburg, and Frankford, and at 8 P. M.
for Holmesburg and intermediate stations.
BELVIDERE DELAWARE RAILROAD LINES,

At s A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Strondaburg, Water Gap, at 8 A. M. and 8:30 P. M. for Beividere, Easton, Lambertville, Flemington, etc.
The 3'30 P. M. Line connects direct with the Train
eaving Easton for Mauch Chunk, Allentown, Bethle-

at 5 P. M. for Lambertville and intermediate Stations.
Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—
At 1°0 A. M., and 1°0 and 8°0 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25.
The 1°0 A. M. and 6°0 P. M. Lines will run daily.
All others, Sundays excepted.
July 15, 1867. WM. H. GATZMER, Agent.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET street (Upper Ferry).

Commencing SATURDAY, July 12, 1867.

9-00 A. M. Morning Mail. Due 12-25 P. M.

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

4-00 P. M. Express. Due 7-05 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6-30 A. M. Morning Mail. Due 18-97 A. M.

9-30 A. M. Horning Mail. Due 18-97 P. M.

5-00 P. M. Cape May Express. Due 5-25 P. M.

The SUNDAY MAIL. and PASSENGER TRAIN leaves Philadelphia at 7-00 A. M., returning leaves Cape Island at 5-00 P. M.

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

Through tickets can be procured at No. 528 Chesnut sireet (under the Continental Hotel). Personal purchasing tickets at this office can have their bagings checked at their residences.

from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 13, 1887, 6 A. M. Morning Mail, for Bridgeton, Salem

diliville, Vineland, and intermediate stations. 200 A. M. Cape May Morning Mail. 800 P. M. Cape May Accommodation. 300 P. M. Bridgeton and Salem Passenger. 4:0 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.

(noon).

Freight will be received at Second Covered Wharf below Walnut street, from 7:00 A. M. until 5:00 P. M. Freight received before 9:00 A. M. will go forward the

PHILADELPHIA, GERMANTOWN, ANI TIME TABLE,

On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9:55, 10, 11, 12 P. M.
Leave Germantown 6, 7, 78, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 3, 5, 8, 7, 18, 9, 19, 11, 12 P. M.
Leave Germantown 6, 7, 78, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6, 6, 9, 7, 8, 8, 19, 11 P. M.
The 820 Down Train and 5% and 5% Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 8%, 5%, 7, 8
and 11 P. M.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 8%, 5%, 7, 8
and 11 P. M.
Leave Philadelphia 9% A. M. 1240. 5%, 6%, 8%, 8%, 80, 10, 12 A. M. 1240. 5%, 7, 8
Leave Philadelphia 9% A. M. 1240. 5%, and 9%
P. M.
Leave Philadelphia 9% A. M. 1240. 5%, and 9%
P. M.
Leave Philadelphia 6, 7%, 9, and 11 0. A. M. 136, 8, 40, 5%, 5%, 5%, 5%, and 11% P. M.
Leave Norristown 5%0, 7, 750, 9, and 11 A. M. 136, 8, 40, 6%, and 8% P. M.
Leave Philadelphia 9 A. M. (20) and 9 P. M.
Leave Philadelphia 6, 7%, 9, and 11 0. A. M. 136, 8, 40, 6%, and 8% P. M.
Leave Norristown 7 A. M. (20) and 9 P. M.
Leave Philadelphia 9, A. M. (20) and 9 P. M.
Leave Philadelphia 6, 7%, 9, and 11 0. A. M. 136, 3, 40, 6%, and 10% P. M.
Leave Philadelphia 9 A. M. (20) and 9 P. M.
Leave Philadelphia 9 A. M. (20) and 9 P. M.
Leave Philadelphia 9 A. M. (20) and 9 P. M.
Leave Philadelphia 9 A. M. (20) and 9 P. M.
Leave Philadelphia 9 A. M. (20) and 9 P. M.
Leave Philadelphia 9 A. M. (20) and 9 P. M.
Leave Philadelphia 9 A. M. (20) and 9 P. M.
Leave Manayunk 75, A. M. (6 and 9); P. M.
Leave Manayunk 75, A. M. (6 and 9); P. M.
Leave Manayunk 75, A. M. (6 and 9); P. M.
Leave Manayunk 75, A. M. (6 and 9); P. M.
Leave Manayunk 75, A. M. (6 and 9); P. M.
W. S. WISSON, General Superintendent.

ON SUNDE TO THE SEA-SHORE!

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

Express (through it we hours) 200 P. M.
Express (through it we hours) 4 is P. M.
Atlantic Accommodation 4 is P. M.
BETURNING—LEAVES ATLANTIX
BETURNING—LEAVES ATLANTIX
640 P. M.

RAILROAD LINES. READING BAILROA
FROM PHILADELPRIA TOTHE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERLIAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGES
Leaving the Company's Depot, at THIRTEENTE
and CALLOWHILL Streets Philadelphia, at the following hours:

Acaving the Company a Bood. A Thirk Reading and CallowHill Streets. Philadelphia, at the following hours—
MORNING ACCOMMODATION.

At7-30 A. M., for Reading and intermediate Stationa Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:30 P. M.

At 8-15 A. M., for Reading, Leonnon, Harrisburg, Pottsville, Pinegrove, Tamagos, Sunbury, Williamsport, Elmira, Rochester, Ningara Falla, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

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

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

AFTERNOON EXPRESS
Leaves Philadelphia at 33: P. M., for Reading Potseville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Coldmbia, etc.

POTISTOWN ACCOMMODATION
Leaves Pottstown at 6:20 A. M., stopping at internediate Stations, arrives in Philadelphia at 8:40 A. M.
Returning, leaves Philadelphia at 8:40 P. M.; arrives in Pottstown at 8:45 P. M.
READING ACCOMMODATION
Leaves Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 5:00 P. M.; arrives b Reading at 7:40 P. M.
Trains for Philadelphia leave Harrisburg at 3:10 A.
M.; and Pottsville at 8:45 A. M.; arriving in Philadelphia at 1:00 P. M.; Pottsville at 2:40 P. M.; arriving in Philadelphia at 3:40 P. M.; Arriving in Philadelphia at 6:46 P. M.
Leaves Reading at 7:15 A. M.; and Harrisburg at A. M.; and Reading at 7:15 A. M.; and Harrisburg at A. M.; and Harrisburg at

HARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Atternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.
Market train, with passenger car attached, leaves Philadelphia at 12:46 noon for Pottsville and all way stations. Leaves Pottsvilleat 7:00 A. M. for Philadelphia and all way stations.
All the above trains run dally Sundays excepted. Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 3:17 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:28 P. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 750 A. M., and 500 P. M. trains from Philadelphia, returning from Downingtown at 510 A. M. and 100 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI
THE WEST

Leaves New York at F A. M. and 5 and 8 P. M. passing Reading at 160 A. M and 150 and 1006 P. M. and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg. Chicago, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg and 8:45 A. M. and 9 P. M., passing Beading at 44 and 1030 A. M., and 470 and 1015 P. M., and arriving in New York at 1010 A. M., and 4:40 and 5:20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:1 P. M., Mail train for Harrisburg leaves New Yorl at 12 M.

at 12 M. SCHUYLKILL VALLEY RAILROAD, Trains leave Pousville at 7 and 11 at A. M., and 7 p. P. M., returning from Tamaqua at 7 25 A. M. and 14

SCHUYLKILL AND SUSQUEHANNA RAILROAL Trains leave Auburn at 730 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.

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

Canada.

Excursion tickets from Philadelphia to Reading and Excursion tackets from Funatesiphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottstown Accommodation rains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS. General Superintendent, Reaumg.—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired for families and firms.

MILEAGE TICKETS,

Good for 2000 miles between all points, \$52.50 each
for families and firms.

SEASON TICKETS. For three, six, nine, or twelve months, for holder

only, to all points, at reduced rates.

CLERGY h EN

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 lare, to be had only at the Ticket Office, at THIRTEENTH

Saturday, Sunday, and Model and Callow Hill Streets.

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 550 A. M., 1245 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAII 5

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

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD,
TIME TA BLE.
Commencing MONDAY, July 8, 1887, Trains we leave Lepot, corner BROAD Street and WASH INGTON Avenue, as follows.
Way Mail Train at \$39 A. M. (Sundays excepted for Baltimore, stopping at all regular stations, Connecting with Delaware Railmond at Wilmington for Crisheld and intermediate stations.

Express Train at 1190 A. M. (Sundays excepted) for Baltimore and Washington. Baltimore and Washington,
Express Train at 350 P. M. (Sundays excepted) for
Baltimore and Washington, stoping at Chester, Thurlow, Linwood, Claymont, Winnington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perry-

low, Linwood, Claymout, Windington, Newsort, Stanton, Newsrik, Elkton, Northeast, Charlestown, Perry, Ville, Havre-de-Grace, Aberd-on, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Run.

Night Express at 190 P. M. (hally) for Baltimore and Washington. Connects at Windington (Saturdays excepted) with Delaware Run-road Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Senford Salisbury, Princets Anne, and connecting at Cristicid with Boat for Fortress Monroe, Norsolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 1120 A. M. Train.

Willmington Will Middletown Willmington.

Willmington, Train.

Stopping at all Stations between Philadelphia and Winnington.

Leave Philadelphia at 12:5, 2:00, 4:30, 6:00, and 11:3, (oally) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Mifford and intermediate atsuons. The 6:00 P. M. Train inns to New Castle.

Leave Wilmington 6:3, 7:15 and S. A. M., 4:00 and 6:20 (dally) P. M. The 7:15 A. M., Train will not stop at stations between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way Mall, 9:35 A. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leave Baltimore at 5:35 P. M., stopping at Havre de-Grace, Perryville, and Wilmington. Also stops at Northeast, Eikton, and Newark to take passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltim

residence by the Union Transier Company.
48? H. F. KENNEY, superintendent, TO PERSONS GOING OUT OF TOWN.

CALL AT SHITH'S, NO. 328 CHESNUT STREET And supply yourselves with STATIONERY

PORTFOLION, TOURISTS' WEITING DESKS, DRESSING CANES, CHESSMEN, CHECKER BOARDS, ETC. All kinds of Blank Books, Printing, Stationery

Pocket Books, Pocket Cutlery, etc. etc., at very greatly reduced prices. 7 6tf FITLER, WEAVER & CO., MANUFACTURERS OF Manilla and Tarred Cordage, Cords Twines, Etc. No. 28 North WATER Street, and No. 22 North DELAWARE Avenue,

EDWIS H, FITLES, MICHAEL WEAVER, CONRAD F CLOTHIER. 214 COTTON AND FLAX.

BALL DUCK AND CANVAS.

Of all numbers and brands.

Tent Awning. Trunk, and Wagon Cover Duck. Also,
Paper Manufacturers' Drier Feite, from one to seven
feet wide; Pauling, Belting, Ball Twine, etc.

JOHN W. EVERMAN & CO.,

No. 183 JONES Aller SHIPPING

STEAM TO LIVERPOOL-CALL

STEAM TO LIVERPOOL—CALLing at Queenstown.—The Imman Line,
saning semi-weekly, carrying the United States Malls,
RETURN TICKETS TO PARIS AND BACK, FIRST
CLASS, \$200 GOLD.
CITY OF PARIS
CLASS, \$200 GOLD.
CITY OF NEW YORE
Wednesday, August 24
CITY OF ANTWERP
Saturday, August 26
CITY OF ANTWERP
Saturday, August 26
CITY OF BOSTON
Saturday, August 27
CITY OF DESTON
Saturday, September 7
ETNA
And each succeeding Saturday and Wednesday, a
noon, from Pier No. 6 North River.
RATES OF PASSAGE
By the mail steamer sailing every Saturday,
Payable in Gold.
Payable in Currency
First Cabin
118
To London
118
To Paris
109
Passage by the Wednesday Steamers:—First Cabin
4116; Steerage, \$30. Payable in U. S. Currency.
Passengers also forwarded to Havre, Hamburg, Bre
men, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown \$45
Currency, Tickets can be bought here by persons
sending for their triends.
For further information apply at the Company's
office.
No. 15 BROADWAY, N. Y.

8 71
or No. 411 CHESN UT St., Philadelphia.

PASSAGE TO AND FROM

GREAT BRITAIN AND IRELAND

BY STEAMSHIP AND SAILING PACKET,

DRAFTS AVAILABLE THROUGHOUT ENGLAND

IRELAND, SCOTLAND, AND WALES.

FOR PARTICULARY ROPING.

For particulars apply to
TAPSOUTTS, BROTHERS & OO.,
No. 36 SOUTH Street, and No. 22 BROADWAY,
11 Or to THOS. T. SEARLE, No. 217 WALNUT

THROUGH AIR LINE TO THE SOUTH
AND NORFOLK STEAMSHIP LINE
AND NORFOLK STEAMSHIP LINE
THROUGH AIR LINE TO THE SOUTH
AND WEST.
THROUGH RECEIPTS 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-Side Railroad, and Richmond and Dan
ville Railroad,

ville Kaliroad.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transier.

Steamships insure at lowest rates, and leave regularity from first wharf above Market street.

Freight received daily.

WM. P. CLYDE & CO.

W. P. PORTER, Agent at Richmond and Other Point. Point, T. P. CROWELL & CO, Agents at Norfolk. 61

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LINE, FOR NEW ORLEANS, LA.

JUNIATA. 1215 tons, Captain P. F. Hoxie,
TIOGA, 1075 tons, Captain J. F. Morse,
STAR OF THE UNION, (1076 tons,) Captain T. H.
COOKSEY.

The STAR OF THE UNION will leave for New Orleans on SATURDAY, August 24th, from Pier No. 18 (second wharl 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 a. Galveston, Natchez, Vicksburg, Memphis, Nasavin e. Cairo, St. Louis, Louisville, and Cincinnati.

WILLIAM L. JAMES, General Agent, 4 181

No. 314 S. Delaware svenue.
Agenta at New Orleans, Creevy, Nickerson & Oo.

Agents at New Orleans, Creevy, Nickerson & Co.

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

TONAWANDA, 850 tons, Captain Jacob Teal.
WYOMING, 850 tons, Captain Jacob Teal.
The steamship WYOMING, will leave for the above port on Saturday, August 24, at 8 o'clock A. M., from second wharf below Spruce street.
Through passage tickets soid and freight taken for all points in connection with the Georgia Central Rafitrosd.

WILLIAM L JAMES, General Agent,
No. 314 S, Delaware avenue.
Agents at Savannah, Hunter & Gammell.

[11]

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE FOR WILLMIN GTON, N. C.

The steamship PIONEER, SIZ tons, Captain J. Benett, will leave for the above port on TUESDAY, August 29 at 80 ctock A. M., from Pier 18 (second whard below Springers).

August 20 at so clock A. M., from F.c.
below Spruce street),
Bills of lading signed at through and reduced rates
to all principal points in North Carolina,
Agents at Wilmington, Worth & Daniel,
WILLIAM L. JAMES, General Agent,
11 No. 314 S. Delaware avenue,

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

For Freight or Passage apply to THOMAS WATTSON & SONS, 518 No. 140 N. DELAWARE Avenu NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville Baiton, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Arket street.

Freight received daily.

WM, P. CLYDE & CO.,

No. 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetown.

M. ELDRIDGE & Co., Agents at Alexandria, Value.

61

PULY, DAILY LINE FOR BALTIMATE MORE, via Chesapeake and Deta-Philageiphia and Baltimore Union Steamboat Company, daily at 2 o'clock P. M.

The Steamers of this line are now plying regularly cetwern this port and Baltimore, leaving the second wharf below Arch attest daily at 2 o'clock P. M. (Sundays excepted).

Carying all description of Freight as low as any other line. Fright handled with great care, delivered promptly, and lorwarded to all points beyond the termines free of commission.

Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages, itc. etc.

for further information, apply to
For further information, apply to FOR NEW YORK, VIA DELA-ware and Raritan Canal.

Express Steamboat Company Steam Pro-peners leave Daily from first what below Market street. Through in twenty-four hours. Goods for warded to all points, North, East and West, freequ

Freights received at the lowest rates.

WM. P. CLYDE & CO., Agents,

No. 14 South Wharves. JAMES HAND, Agent, No. 104 Wall Street, New York, FOR NEW YORK.—SWIFTSURT Transportation Company Despatch and Switzure 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 accommodating terms, apply to WILLIAM M. BAIRD & OS., 112 No. 182 S. DELLAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS.

The undersigned naving lessed the KEN.

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
baying vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's
Patent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city, I am
prepared to furnish the same on reasonable terms.

JOHN H. HAMMITT.
Kensington Screw Dock.

JOHN CRUMP,

CARPENTER AND BUILDER. SHOPS: NO. 213 LODGE STREET, AND NO. 1733 CHESNUT STREET,

O12 ARCH STREET, —GAS FIXTURES, ETC.—VANKIRK & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELLERS, and ORNAMENTAL BRONZE WARRS. Those wishing bandsome and thoroughly made Goods, at very reasonable prior will find it to their advantage to give us a call beful purchasing elsewhere.

N. B.—Solled or tarnished fixtures refinished will special care and at reasonable prices.

ZE 5m

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T. STEWART BROWN,
S.E. Corner of
POURTH and Owner of POURTH and CHESTNUT STO TRUNKS, VALISES, and BAGS suitable for Europe (Formerly at 708 CHESTNUT ST.)