THACKERAY.

His Thoughts on Literature, Guineas, and "Puffs."

The "Memoirs of W. Edmonstone Aytoun," just published in London, contain some new letters from Thackeray. At a time when Thacker ay's great powers were comparatively unrecognized, Aytoun had in more than one of his papers spoken of them with warm admiration. This kind of service was likely to be deeply felt by Thackeray, who had for many years been dome a great deal of first-class work without arning either fortune or fame. He was, thereore, says Aytoun's biographer, predisposed to like Aytoun, and when they met in London they ook most cordially to each other. It could scarcely be otherwise with two men who, apart from their intellectual gifts, were both so thoroughly genial, kindly, and natural. Their corr espondence was of the frankest and most f riendly kind. Some of Thackeray's letters have fortunately been preserved. One of these was as follows:-

"No. 13 Young Street, Kensington, January 2, 1847.—My dear Aytoun:—I hope the Maclosky received the Mulligan present. I ought to have written before, answering your kind, hearty letter, but business, you know, and weariness of quill-oriving after my business hours, etc. I don't write to anybody, that's the fact, unless I want something of them, and perhaps that's the case at this present.

the case at this present.
"I think I have never had any ambition hitherto, or cared what the world thought of my work, good or bad; but now the truth forces itself upon me, if the world will once take to admiring Titmarsh, all his guineas will be multiplied by ten. Guineas are good. I have got children only ten years or more to the fore, say, etc.; now is the time, my lad, to make your A, when the sun at length has begun to shine.

"Well, I think if I can make a push at the present minute—if my friends will shout, Titmarsh forever! hurrah for, etc. etc.—I may go

up with a run to a pretty fair place in my trade and be allowed to appear before the public as among the first fiddles. But my tunes must be them. Ha! Now do you read me?

"Why don't Blackwood give me an article?
Because he refused the best story I ever wrote!
Golburn refused the present 'Novel Without a

Hero,' and if any man at Blackwood's or Colburn's, and it any man since—fiddle-dedec. Upon my word and honor, I never said so much opon my word and honor, I never said so much about myself before; but I know this, if I had the command of Blackwood, and a humoristical person like Titmarsn should come up and labor hard and honestly (please God) for ten years, I would give him a hand. Now try, like a man, revolving these things in your soul, and see if you can't help me. * * And if I can but save a little money, by the Lord! I'll try and keep it.

Some day when less selfish I will write to you shout other matters than the present ego. The dining season has begun in London already, I am sorry to say, and the Christmas feeding is frightfully severe. * * I have my children with me, and am mighty happy in that paternal character-preside over legs of mutton comfort-ably-go to church at early morning, and like it—pay rates and taxes, etc. etc. Between this line and the above a man has brought me the Times on 'The Battle of Life' to read. Appy Dickens! But I love Pickwick and Crummles too well to abuse this great man. Aliquando bonus. And you, young man, coming up in the world full of fight, take counsel from a venerable and peaceable old gladiator who has stripped for many battles. Gad, sir, this caution is a very good sign. Do you remember how complimentary scott and Goethe were? I like the patriarchal air of some people. Have you ever any snow in Scotland? any snow in Scotland?

Like [Here follows an admirable drawing of a dust-man singing beside his cart, with snow deep in

"As I was walking in just now I met this fellow singing, 'I dreamt that I dwelt in marble halls,' driving a dust-cart. I burst out laughing, and so did he. He is as good as Leech's boy in the last Punch. How good Leech is, and what a genuine humor! And Hans Christian Andersen, have you read him? I am wild about him, having only just discovered that delightful, delicate, fanciful creature. Goodbye, my dear Aytoun. I wish you a merry Christmas, and to honest Johnny Blackwood. Thank him for the magazine. I shall enjoy it in bed to-morrow morning, when I've left orin bed to-morrow morning, ders not to be called for church, W. M. T."

"Yours, ever, Thackeray seems to have been under the mistaken impression, which afterwards became very general, that Aytoun was the editor of Blackwood. Whether he thought so or not, it was very natural he should suggest to Aytoun that a timely word of commendation in the magazine would be much to his advantage. But the suggestion was withdrawn in the following letter almost as soon as made, and in a manner eminently characteristic:-

"No- 13 Young Street, Kensington, Menday Night, January 13, 1847.—My dear Aytoun:— The copy of Mrs. Perkins which was sent by the Mulligan to the other chieftain has met with a mishap. It travelled to Edinburgh in the portmanteau of a friend of mine, who arrived at 10 o'clock at night, and started for Inverness the next morning at 6. Mrs. P. went with him. He torgot her at Inverness, and came back to London, whither Mrs. Perkins was sent after him at a cost of 4s. 10d. for carriage. She is not worth that money either for you or me to pay, and waits in my room till you come to town in

spring. "I have been thinking of the matter on which I unbosomed myseli to you, and withdraw my former letter. Puffs are good, and the testi-mony of good men; but I don't think these will make a success for a man, and he ought to stand as the public chooses to put him. I will try, please God, to do my best, and the money will come, perhaps, some day. Meanwhile, a man so lucky as myself has no reason to complain. So let all puffing alone, though, as you know, I am giad it I can have and deserve your private good opinion. The women like 'Vanity Fair,' I find, very much, and the publishers are

quite in good spirits regarding that venture.
"This is all I have to say—in the solitude of midnight—with a quiet cigar, and the weakest gin and water in the world, ruminating over a child's ball, from which I had just come, having gone as chaperon to my little girls. One of them had her hair plaited in two tails, the other in ringlets (here follows a sketch of the children) and the most fascinating bows of blue ribbon. It was very merry, and likewise sentimental. We went in a fly quite genteel, and law, what a comfort when it was over! Adyon. Yours, sincerely. W. M. THACKERAY."

Wealth and Poverty of the Church of England.

The entire revenues of the Church of England are stated, on the authority of the Ecclesiastical Commissioners, as published in their report of 1835, to be £6,495,218 (about \$32,400,000), which, if divided among the 25,000 ciergy of England and Wales, would give to each about £259 (\$1300) a year. This aggregate includes, however, the revenues of bishops and deans, archively deacons and rich incumbents, and therefore gives no idea of the actual state of affairs. The great body of the English clergy are shamefully underpaid." "There is first the apprenticeship of the young curate, when he receives his £50 (\$250) a year. It is impossible to say how long this may be extended. Then his salary may be raised to £100 or £120 Then his salary may be raised to £100 or £120 a-year (\$500 to \$600), when he has probably a wife and family to support. On that miserable pittance he may continue to live for an unlimited time, possibly for his whole life, though his labors may be honestly and ungrudgingly given to the work of his high office. Even if he does obtain, after years of work, a benefice, he is often little better, and not unfrequently is worse off than before, Perhaps the curate of twenty years' service succeeds to a living of £400 a year (\$1500 to \$2000), but with it comes a multitude of new expenses which often comes a multitude of new expenses which often

make him wish himself back again in his less

lignified position."

This shows that the English clergy are following a very poor trade, so far as business is concerned, and it is not surprising that a very considerable proportion of them are composed of very poor capacities. "Poor pay, poor preach," was a saying of Samson Occun, the Indian preacher, when he used to preach among the churches of eastern Connecticut for a bushel

GOVERNMENT SALES.

OVERNMENT SALE OF THE MILITARY
Railroad at Brazos Santiago, Texas.—Office
Chief Quartermaster Fifth Military District,
New Orieans, La., July 9, 1867.
Sealed Proposals will be received at this office
until 12 M., August 24, 1867, for the purchase of
all the right, title, and interest of the United
States in and to the United States Military Railroad from Brazos Santiago to White's Rauche,
Texas.

The sale will include the entire track and sidings, 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, as follows:—

as follows:—
4 Claw Bars. Shackle Bars. Pinch Bars. Square Brasses. Shipping Boxes. 7 Flat Cars.
130 Railroad Chairs.
25,000 pounds Railroad Chairs.
1 Push Car Frame.

Crow's Feet. Railroad Frogs and Switch Stauds. 1 Track Gauge. 9,560 pounds Railroad Iron. 1 Locomotive and Tender. Locomotive, Head-light Locomotive 14 Coupling Links.

Spike Mauls, Spike Punches. 86 pounds Car Springs. 2 Jackscrews and Levers. 89 pounds Railroad Spikes. miles Railroad Track. Turn-Tables.

Fire Tongs. Push Car Wheels, Screw Wrenches. Cooking Stove. Stove. Hand Cars.

I Push Car. This sale will not include the bridge over the Boca Chica.

The sale will not include the title to the and, which does not belong to the United

States.

This road is about ten miles in length, and extends from Brazos Santiago to White's Rancke, 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 immense traffic between the Gulf of Mexico and the interior a 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 is five feet gauge, good ties, T rail, and full spiked.

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

tained 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 transportation 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. Military District.

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

ment.
Ten per cent. cash, in Government funds, to be paid on acceptance of proposal, The Government reserves the right to reject any or all proposals.

Proposals should be indorsed "Proposals for

Proposals should be indorsed "Proposals for the purchase of Brazos Santiago and Rio Grande Rallroad," and addressed "Brevet Lieutenant-Colonel A. J. McGonnigle, A. Q. M. U. S. Army, office Chief Quartermaster Fifth Military Dis-trict, New Orleans, La."

A. G. McGONNIGLE,

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

TARGE SALE OF PUBLIC PROPERTY.
OFFICE ARMY CLOTHING AND EQUIPAGE,
ST. LOUIS, Mo., August 15, 1867. 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).

88,000 Great Coats (horsemen'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.

Uniform Jackets. Veteran Reserve Jackets, 328 Knit Jackets. 18,680 Lined Sack Coats. Unlined Sack Coats. 7,000 Overalls. 6,000 Stable Frocks.

89,425 Knit Shirts. 6,945 Knit Drawers. 20,000 Leather Neck Stocks, 1,000 Worsted Sashes. 282 Pairs Boots, 16,653 Pairs Bootees.

12,880 Pairs Trowsers (footmen's). 15,600 Pairs Trowsers (horsemen's). 50,000 Haversacks, 50,000 Knapsacks. 25,000 Rubber Blankets.

63,500 Woolien Blankets. 20,000 Pick Axes. 15,400 Pick Axe Handles. These articles are all new, and offer great in-ducements to dealers throughout the country. A small quantity of damaged property will be sold at the same time and place. Samples of all

soid at the same time and place. Samples of all may be seen at the Depot within ten days of 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

8 19 131

United States Army.

ARGE 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 Brevet Lieutenant-Colonel James M. Moore, Quartermaster U. S. A., on MONDAY, Sep-tember 2, commencing at 10 A. M., consisting in part ofpart of108 lbs. ingot copper,
575 coal oil burners,
4000 tin cups,
550 lbs. iron wire,
57,481 lbs. iron and cop-4000 tin cups, 2500 lbs. iron wire, 658 lbs. R. R. and other per rivets, 14,648 handles,axe,pick, spikes, 103 carpenters', etc., plane, etc., 110 wagon saddleclamps, bs. oii tanned 7679 lbs. oil tanne leather, 846 lbs. sole leather, 210 wrenches. Gov-ernment pat-

248 lbs. sole leather, 2483 lbs. oakum, 177 lbs. Mica, 216 lbs. packing hemp, 271 spools W. and B. thread, 1,382 ft. linen hose, 200 ft. gutta percha tubing. ALSO. 130 lbs. aloes, 100 lbs. calomel, 300 ibs, snlphate cop-100 lbs. suphur, 100 lbs. suphur, 100 lbs. tartar emetic, 75 lbs. corrosive subli-100 lbs. nitrate potas-100 lbs. alum,

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

Terms—Cash in Government funds.

By order of General C. H. Tompkins, Depot Quartermaster.

JAMES M. MOORE,

8 17 13t Byt. Lieut.-Col., Q. M. in charge,

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.

THE MIDDLE ROUTE.—Shortest and most direct route to Bethiebem, Allentown, Mancu Chunk, Haselton, While Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

SUMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—At 7-55 A. M.—Morning Express for Bethiebem and Principal Stations on North Pennsylvania Railroad, compecting at Bethiebem, with Lehigh Valley Railroad for Allentown, Catasau, M. Statington, Mauch Chunk, Weatherly, Jeansville, Haselton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Ropert, Danville, Milkon, and Williamsport, Arrive at Mauch Chunk at 12-55 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethiehem at 11-55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 5-46 A. M.—Accommodation for Doylestown, stopork, At 8'45 A. M.—Accommodation for Doylestown, stop-

At 545 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove. Hatboro, and Hartaville, by this train, take the stage at Old York road.

At 1015 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 139 P. M.—Express for Bethlehem, Allentown Mauch Chunk, White Haven, Wikesbarre, Mahanoy City, Centralla, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown. own. At 2.4s P. M.-Accommodation for Doylestown,

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

At 4 P. M.—Accommodation to Doylestown, stopping at all intermediate station: Passengers for Willow Grove, Hatboro, and Hart-ville, take stage at Abingt n: for Lumberylile at Doylestown.

At 526 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Rallroad, connecting at Bethlehem with Lenigh Valley Evening train for Easton, Allentown, and Manch Chunk.

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

At 1126 P. M.—Accommodation for Fort Washington,

ping at all intermediate stations.

At 11:30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at 9:15 A. M., 2:06 and 8:40 P. M.

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

Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 6:15 P. M., and arrive in Philadelphis at 8:40 P. M.

From Doylestown at 8:25 A. M., 6:10 P. M., and 7:40 P. M.,

From Lansdale at 7:20 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 7:20 A. M.

Bethlehem to Philadelphia at 7:20 A. M.

Bethlehem to Philadelphia at 4:20 P. M.

Union line run within a short distance of the Depot.

Tickets solu and Baggage checked through to principal points at Mann's North Pennsylvania Baggage

Express Office,

112

No. 106 S. FIFTH Street.

No. 106 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1897. Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:
Leave Philadelphia for West Chester, at 7 i. A. M.,
11 A. M., 230 P. M., 415 P. M., 430 P. M., 700 P. M. and
1030 P. M.
Leave West Chester for Philadelphia, from Depo.
on East Market street, at 676 A. M., 715 A. M., 730
and 1046 A. M., 155 P. M., 450 and 650 P. M.
Trains leaving West Chester at 730 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only.
Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 775 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.
Leave Media for Philadelphia at 530 P. M.
Stopping at all stations.
The Market Street cars will be in waiting, as usual,

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 detearture.

Front and Market streets thirty minutes previous to detarture.

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

ON SUNDAYS.

Leave Philadelphia at 8v0 A. M. and 2 P. M.

Leave Philadelphia at 7v5 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 7v5 A. M. and 4v5 P. M., and leaving West Chester at 7v0 A. M. and 4v5 P. M., connect at B. C. Junction with trains on P. and B. C. B. 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, onless a special contract is made for the case be responsible for all amount act is made for, ired dollars, unless a special contract is made for, HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE.

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

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

WESTWARD. WESTWARD.

Mall Train leaves Philadelphia.

"leaves Williamsport.

"arrives at Erie...

Erie Express leaves Philadelphia...

leaves Williamsport...

arrives at Erie...

Elmira Mall leaves Philadelphia...

"leaves Williamsport...

"leaves Williamsport...

"arrives at Lock Haven...

EASTWARD. 7'00 P. M. 4'80 A. M. 4'88 P. M. 2'90 noon. 8'45 P. M. 10'90 A. M. 6'45 P. M. Mail Train leaves Erie " leaves Williamsport...." " arrives at Philadelphia. .,10°25 A. M. " arrives at Philadelphia 7.60 A. M.
Erie Express leaves Erie 500 P. M.

" leaves Williamsport 4.25 A. M.

" arrives at Philadelphia 1.00 P. M.
Eimira Mail leaves Lock Haven 7.15 A. M.

" leaves Williamsport 8.35 A. M.

" leaves Williamsport 8.35 A. M.

" arrives at Philadelphia 1.700 P. M.

Mail and Express connect with all trains on Warren and Franklin Rallway. Passengers leaving Philadelphia at 1200 M. arrives at Irvineton at 640 A. M. and Oil City at 2.39 A. M.

Leaving Philadelphia at 7.30 P. M., arrive at Off City at 435 P. M.

All trains on Warren and Franklin Rallway make close connections at Oil City with trains for Franklig and Petroleum Centre. Baggage checked through.

close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through.

ALFRED L. TYLER.

General Superintendent. TRAL RAILROAD.—Summer Arrangements,
On and after SATURDAY, June 1, 1867, Trains will
eave 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 475 P M.
Leave Rising Sun at 5 75 and Oxford at 676 A. M.,
and leave Oxford at 375 P. M.
A Market Train, with Passenger Car attached, will
run on Theedays and Fridays, leaving the Rising Sun
at 1175 A. M., Oxford at 1270 M., and Kennett at 176
P. M., connecting at West Chester Junction with a
Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 230 P. M., run
ing through to Oxford.
The Train leaving Philadelphia at 735 A. M. connects at Oxford with a daily line of Stages for Peach
Bottom, in Lancaster county. Returning, leaves
Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.
The Train leaving Philadelphia at 450 P. M. runs to
Rising Sun, Md.
Passengers allowed to take wearing apparel only
the begrees and the Company will not in any case be DHILADELPHIA AND BALTIMORE CEN-Rising Sun, Md.

Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5112

HENRY WOOD, General Sup's.

ANNAMESSIC SHORT LINE AND

United States Mail Route to the South and Southwest. On and after JULY 8, trains will leave Depot Philadeiphia, 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, Columbia, Macon, Augusta, Montgomery, Mobile
New Orleans, and intermediate points,
For tickets and information inquire at Offices. Nos
411 and 825 CHESNUT Street, or at Depot, HROAD
Street and WASHINGTON Avenue.

71 3m
H. V. TOMPKINS, General Agent Norfolk, Va.
C. I. TROWBRIDGE, General Passenger Agent.

WEST JERSEY RAILBOAD. SUNDAY MAIL TRAIN FOR CAPE MAY.
Commencing SUNDAY, June 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will have Philadelphia, foot of Market street (opper ferry), at 7 A. M.
Returning leave Uspe Island at 5 P. M., stopping at
principal Stations only.
Fare, \$200. Excussion Tickets, \$400. Good this day WILLIAM J. SEWELL and train only. 6 20 19

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD UMMER TIME, TAKING EFFECT JUNE 2, 1867. The trains of the Pennsylvania Central Railroad leave the Depol, at THIETY-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 on sundays—The Market Street cars leave Front and Market Street 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 Transfer Company will call for and deliver baggage at the Depot, Orders left at No. 201 Chesnut street, or No. 1 South Eleventh street, will days-The Market Street cars leave Front relive attention.
TRAINS LEAVE DEPOT, VIZ.

Mail Train
Facil Accommodation, No. 1...
Fast Line and Eric Express...
Paoli Accommodation, No. 2...
Harrisburg Accommodation
Lascaster Accommodation
Parkesburg Train
Western Accommodation Train...
Cincinnati Express...
Eric Mail...
Paoli Accommodation, No. 2...
Paoli Accommodation, No. 2...
Paoli Accommodation, No. 2...
Paoli Accommodation, No. 2...

General Superintendent, Altoona, Pa. 4 29

Florence.

At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edge-vater, Riverside, Hiverton, and Palmyra.

At 5 and 10 A. M., L. 4, 6, and 11:30 P. M., for Fish House.
The 1 and 11:20 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), yia Kensington and Jersey City, New York Express Lines, Fare, \$3.
At 8, 10'15 and 11 A, M., 2'30, 3'36, 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 Schencks.

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

At 10 15 A. M., 2 30 and 5 P. M., for Eddington.

At 7 30 and 10 15 A. M., 2 30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Hoimesburg, 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, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamion. Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc., etc.

At 8 A. M. and 3 30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.

The 3 30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 8 P. M. for Lambertville and intermediate Stahem, etc.
At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connect-Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—
At 1:50 A. M., and 1:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3:25.
The 1:30 A. M. and 6:30 P. M. Lines will run daily.
All others, Sundays excepted,
July 16, 1867.
WM. H. GATZMER, Agent,

July 15, 1867. WM. H. GATZMER, Agent,

OR 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. Express. Due 7*10 P. M.
4*00 P. M. Express. Due 7*10 P. M.
RETURNING TRAINS LEAVE CAPE ISLAND.
6*20 A. M. Morning Mail. Due 12*07 P. M.
5*00 P. M. Cape May Express. Due 3*25 P. M.
5*00 P. M. Cape May Express. Due 8*25 P. M.
5*00 P. M. Cape May Express. Due 8*25 P. M.
1he SUNDAY MAIL. and PASSENGER TRAIN
leaves Philadelphia at 7*00 A. M., returning leaves
Cape Island at 5*00 P. M.
Commutation tickets, good for ONE, THREE, or
TWELVE months, can be procured at the Office of
the Company, Camden, N. J.
Through tickets can be procured at No. 828 Chesnut
street (under the Continental Hotel). Persona
purchasing tickets at this office can have their paggage checked at their residences. ge checked at their residences.
WEST JERSEY RAILROAD LINES.

FRIT JERSEY HAILROAD LINES, from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 13, 1867.

8'00 A. M., Morning Mail, for Bridgeton, Satem Milville, Vinetand, and intermediate stations.

9'00 A. M. Cape May Accommodation.

8'00 P. M. Cape May Accommodation.

4'00 P. M. Gape 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).

(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 ame day.
Freight Delivery, No. 228 S. DELAWARE Avenue
7 2 tf WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI TIME TABLE. TIME TABLE,
On and alter Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 854, 854, 4, 5, 63, 6*10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantowi 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M.
The 8*20 Lown Train and 3% and 5% Up Trains will not stop on the Germantown Branch,
ON SUNDAYS.
Leave Philadelphia 9½ A. M. 2, 7, 10% P. M.
Leave Germantown 85 A. M. 1, 5, 8% P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 354, 5%, 7, 8 and 11 P. M.

Leave Philadelphia 6, 8, 10, 12 A. M. 2, 8%, 5%, 7. 8 and 11 F. M.

Leave Chesnut Hill 7:10, 8, 9:40, and 11:40 A. M. 1:40 B:40, 5:40, 6:40, 8:40, and 10:40 P. M.

Leave Philadelphia 9% A. M. 2 and 7 P. M.

Leave Chesnut Hill 7:50 A. M. 12:40, 5:40, and 9:25 P. M.

Leave Chesnut Hill 750 A. M. 1240, 540, and 926
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 75, 9, and 1105 A. M. 15, 3,
15, 65, 65, 805, and 115 P. M.
Leave Norristown 548, 7, 730, 9, and 11 A. M. 15, 8.
15, 65, and 65 P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M. 230 and 9 P. M.
Leave Philadelphia 4, 75, 9 and 1106 A. M. 15, 3,
15, 55, 65, 805, 95, and 115 P. M.
Leave Manyank 810, 75, 820, 96, and 115 A. M. 2
15, 55, 65, 80, 805, 95, and 115 P. M.
Leave Manyank 810, 75, 820, 96, and 115 A. M. 2
15, 5, 65, 8, 80 ON SUNDAYS,
Leave Philadelphia 9 A. M. 25 and 75 P. M.
Leave Manyank 810, 7 M. 6 and 95 P. M.
Leave Manyank 75 A. M. 6 and 95 P. M.
Leave Manyank 75 A. M. 6 and 95 P. M.
Leave Manyank 75 A. M. 6 and 95 P. M.
Leave Manyank 75 A. M. 6 and 95 P. M.
Leave Manyank 75 A. M. 6 and 95 P. M.
Leave Manyank 75 A. M. 6 Cander Streets.

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

 RAILROAD LINES.

PL A D I N G R A I L R O A
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1807,
Leaving the Company's Depot, at THIRTEENTB
and CALLOWHILL Streets. Philadelphia, at the following hours:

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets. Philadelphis, at the following-hours:

MORNING ACCOMMODATION,

At 7:30 A. M., for Reading and Intermediate Stations. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphis at 9:10 P. M.

MOENING EXPRESS,

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottswille, Pinegrove, Tamaqoa, Sunbury, Williamsport, Eimirs, Boobester, Niagara Palls, Buffalo, Allentown, Wilkesbarre, Pitaton, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at FORT CLINTON with Catawissa Raliroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley and Schuylkill 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 Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN A CCOMMODATION

Leaves Poustown at 8:20 A. M., stopping at intermediate Stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 5:40 P. M.; arrives in Pottstown at 8:55 P. M.

READING ACCOMMODATION

Leaves Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 5:15 A. M.

Returning, leaves Philadelphia at 5:00 P. M.; arrives a Heading at 7:45 P. M.

Trains for Philadelphia leave Harrisburg at 8:16 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 6:45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7:15 A. M., and Harrisburg at ALDA M. ARRISBURG ACCOMMODATION

Leaves Reading at 7:15 A. M., and Harrisburg at ALDA M. ARRISBURG ACCOMMODATION

HARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at 7:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:20 P. M., arriving in Philadelphia at 9:10 P. M.
Market train, with passenger car attached, leaves Philadelphia at 12:45 noon for Pottaville and all way stations. Leaves Pottavilleat 7:06 A, M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sundays trains leave Pottaville at 8:00 A. M., and Philadelphia at 3:17 P. M. Leave Philadelphia for Reading at 8:06 A. M., returning from Reading at 4:28 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 Downingtown at 6-10 A. M. and 1-00 P. M.

M. and 1-00 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI

THE WEST

Leaves New York at 9 A. M. and 5 and 8 P. M. passing Reading at 1-60 A. M and 1-50 and 10-06 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 ar rival of the Pennsylvania express from Pittsburg, as 3 and 8-45 A. M. and 9-P. M., passing Reading at 4-2 and 10-30 A. M., and 4-20 and 1-15-P. M., and arriving in New York at 10-10 A. M., and 4-40 and 5-30 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

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

SCHUYLKILL VALLEY RAILROAD,

Trains leave Pottsville at 7 and 11-30 A. M., and 7-11 P. M. Evittering from Tamanua at 7-18 A. M.

Trains leave Pottsville at 7 and 11:30 A. M., and 7:11 P. M., returning from Tamaqua at 7:35 A. M. and 1:25 a. Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:30 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M., an

Canada.

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

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

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 8. FOURTH Street, Philadelphia, or of G. A. NICOLIS. General Superintendent, Reading:—

COMMUTATION TICKETS

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

MILEAGE TICKETS,

Good for 2000 miles between all points, \$5250 each for families and firms.

EXASON TICKETS,

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

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

EXCURSION TICKETS

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

points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphis daily at 5:30 A. M., 12:45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Potts-ville. 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.

WH. WILLOWSON, AND RAM

on the road and its branches at 5 A. M., and for the principal stations only at 2 is P. M.

Landel Phila, Wilmington and additional principal stations only at 2 is P. M.

Timore railing and the principal stations of the stational principal stational principal stational principal stations. Trains will stational stational principal stational stational principal stational stational principal stational stat

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12'30, 2'00, 4'30, 6'00, and 11'36 (daily) P. M. The 4'30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 6'00 P. M. Train runs to New Costle.

Leave Wilmington 6'30, 7'15 and 8 A. M., 4'00 and 6'10 (daily) P. M. The 7'15 A. M. Train will not stop at stations between Chester and Philadelphia.

FROM BALTIMONE TO PHILADELPHIA.

Leave Baitimore 7'25 A. M., Way Mall. 9'35 A. M. Express, 2'15 P. M., Express, 6'35 P. M., Express 8'39 P. M., Express 8'39 P. M., Express 8'35 P. M., Express 8'39 P. M., Express 8'35 P. M., Express 8'39 P. M., Express 8'35 P. M., Express 8'39 P. M., Exp

TO PERSONS GOING OUT OF TOWN.

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

PORTFOLIOS, TOUBISTS' WRITING DESKS, DRESSING CASES, CHESSMEN, CHECKER BOARDS, ETC.

STATIONERY

All kinds of Blank Books, Printing, Stationery Pocket Books, Pocket Cutlery, etc cic., at very greatly reduced prices.

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords Twines, Etc. No. 28 North WATER Street, and No. 22 North DELAWARE Avenue,

EDWIN H. FITLER, MICHAEL WRAVER, CONRAD & CLOTHIER. 314 COTTON AND FLAX,

BAIL DUCK AND CANVAR,
Of all numbers and brands.

Tent Awning, Trunk, and Wagon Cover Duck, Alao,
Paper Manufacturers Drief Felts, from one to seven
feet wide; Pauling, Belting, Bail Twine, etc.

JOHN W. EVEHMAN & CO.,

No. 103 JONES Alles SHIPPING

THE STEAMSHIP CITY OF NEW Pier 45 NORTH RIVER, at noon, on WEDNESDAY, August 28, for Liverpool, calling at Queenstown.
Rates of Passage—First Cabin, 5116 Steerage, 500—Currency.

8 22 51 J No. 411 CHESNUT St., Philadelphia, Pa.

STEAM TO LIVERPOOL-CALL

STEAM TO LIVERPOOL—CAILing at Queenstown.—The Inman Line,
sailing semi-weekly, carrying the United States Maila
RESTURN TICKETS TO PARIS AND BACK, FIRST
CITY OF PARIS
CITY OF PARIS
CITY OF NEW YORK
Wednesday, August 28
CITY OF ANTWERP
Saturday, August 28
CITY OF BOSTON
Saturday, September 17
ETNA
Wednesday, September 18
And each succeeding Saturday and Wednesday, a moon, from Pier No. 45 North River.

RATIS OF PASSAGE
By the mail steamer sailing every Saturday,
First Cabin
Payable in Gold.
Payable in Currency
First Cabin
110 Steerage.
To London
115 To London
150
To Paris
160 Steerage.
170 Paris
180 Steerage.
180 Passage by the Wednesday Steamers—First Cabin
410; Steerage, 330, Payable in U. S. Currency.
Passengers also forwarded to Havyre, Hamburg, first
men, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown \$6
Currency, Tickets can be bought here by persons
sending for their friends.
For Arther Information apply at the Company's
office.

No. 15 EROADWAY, N. Y.

872 Or No. 41 CHESNUT St., Philadelphia.

PASSAGE TO AND FROM
GREAT BRITAIN AND IRELAND
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES.

DRAFTS AVAILABLE THROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES.
FOR PARTICULAR APPLICATION, AND WALES.
NO. 36 SOUTH Street, and No. 22 BROADWAY,
11 Or to THOS, T. SEARLE, NO. 217 WALNUT

PHILADELPHIA RICHMOND
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST.
THROUGH RECEIPTS TO NEWBERN.
Also, all points in North and South Carolins, via
Seaboard and Roanoke Railroad, and to Lynchburg.
Va., Tennessee, and the West, via Norfolk, Peters
burg, South-Side Railroad, and Richmond and Dasville Railroad.
The regularity, safety, and cheapness of this route
commend it to the public as the most desirable madium for carrying every description of freight.
No charge for commission, drayage, or any expense
of transfer.
Steamships insure at lowest rates, and leave regularly from first wharf above Market street.
Freight received daily.
WM. P. CLYDE & CO.

No. 14 North and South Wharves,
W. P. PORTER, Agent at Richmond and Otty
Point.
T. P. CROWELL & CO. Agents at Norfolk. 61

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

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

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

Cocksey,
The STAR OF THE UNION will leave for New Orleans or SATURDAY, August 24th, from Pier No. 18 (second wharf benow Sprice Street).
The TIOGA will leave New Griesans for this port August 17.
Through bills of lading signed for freight to Mobile, Galveston, Natches, Vicksburg, Mempris, Nashville, Galveston, Natches, Vicksburg, Mempris, Nashville, Cairo, St. Louis, Louisville, and Cincinnati,
WILLIAM L. JAMES, General Agent,
Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE.

FOR SAVANNAH, GA.

TONAWANDA, 850 tons, Captain Wm. Jennings, 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 atreet.

Through passage tickets sold and freight taken for all points in connection with the Georgia Central Railroad.

WILLIAM I. JAMES, General Agent, No. 314 S. Delaware avenua.

Agents at Savannah, Hunter & Gammell. [41]

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

The steamship PIONEER. 812 tons, Captain J. Bencett, will leave for the above port on TUESDAY,
Sept, 5th, at 80'clock A. M., from Pier 18 (second whard
ben w spruce street),
Eills 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,
112

No. 314 S. Delaware avenue.

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

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, wan connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville Dalton, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Steamers leave regularly Market 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, Vaginia.

OFPOSITION TO MONG-POLY. DAILY LINE FOR BALTI-MORE, via Chesapeake and Dela-MORE, via Chesapeake and Dela-Waire Canal.
Philadelphia and Baltimore Union Steamboat Com-pany, daily at 2 o'clock P. M.
The Steamers of this line are now plying regularly between this port and Baltimore, leaving the accord wharf below Arch street daily at 2 o'clock P. M. (Sundays excepted).
Carying all description of Freight as low as any other line. other line.

Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.

Particular attention paid to the transportation of all description of hierchandse, Horses, Carriages,

For in ther information, apply to
JOHN D. RUOFF, Agent,
516 No. 18 N. DELAWARE Avenue. FOR AEW YORK, VIA DELAS
WATE ALL HAFILIAN CARAIL
PERCENS SEAM DOAT COMPANY STEAM Propeners seave bally from first what below Market
street. Through in twenty-four hours. Goods forwarded to all points, North, East and West, freedi

ommission.
Freights received at the lowest rates.
WM. P. CLYDE & CO., Agents,
No. 14 South Wharves. JAMES HAND, Agent, No. 104 Wall street, New York, 1 tf

FOR NEW YORK.—SWIFTSURE Transportation Company Despatch and Swiftsure Lines, via Deisware and Raritan Canal, on and after the 18th 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 the target apply to ting terms, apply to WILLIAM M. BAIRD & OS.,
111 No. 182 S. DELAWARE Avenu

TO SHIP CAPTAINS AND OWNERS.

The undersigned having tessed the KEN.

The undersigned having tessed the REN.

The undersigned having tessed the KEN.

The undersigned

JOHN CRUMP,

CARPENTER AND BUILDER. SHOPS: NO. 213 LODGE STREET, AND NO. 1728 CHESNUT STREET,

PHILADELPHIA. ARCH STREET, —GAS FIXTURES, ETC.—VANEIRE & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRUNZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prior will find it to their advantage to give us a call base surchasing elsewhere.

N. E.—Solide or tarnished fixtures refinished we special care and at reasonable prices.

23 am WANKIRE & CQ