The Late Emperor's Literary mains." From the Pall Mall Gazette, August 10.

The first four volumes of these interesting "Remains," which, it is said, are being prepared for the press at the express desire of the Emperor of Austria, have now been published. They contain a description, in the form of a diary, of the travels of the then young Archduke (he was eighteen years old when he made his first journey) in Italy, Spain, Portugal, Greece, and Algiers, between the years 1851 and 1853. The book is full of the fresh enthusiasm with which a young writer of refined tastes expresses his feelings on first seeing the finest productions of ancient and modern art, and contains many passages strongly suggestive of that romantic and chivalrous character which afterwards led its unfortunate author to his ruin. In regard to manly sports, he says:-

"I like games in which the original nature of "I like games in which the original nature of man is shown in its full truth, better than the energy and indecent amusements of our luxurious modern society. Here it is bulls that perish; there the spirit and soul disappear in feeble sentimental frivolity. I love the old times, I do not deny it; not the times when men lived in a cloud of hair powder, amid wild flowers and maudiin idyls, but those when the feeling of chivalry was developed in tournaments; when brave women did not pretend to nents; when brave women did not pretend to aint and ask for a scent bottle on seeing a drop of blood; when men hunted the wild boar and the bear in the free forest—not, as now, behind a barricade. That strong age brought forth strong children. What has remained to us from the manly sports of our fathers? It is not hunting, for what we call hunting is to send a fatal ball from a safe distance at a tamed bear, There remain only war, which philantropists, notwithstanding their thirty years' efforts, have not yet succeeded in abolishing, and two other sports which are still retained by two peoples who have not yet sunk into effeminacy. The first is fox-hunting in England, in which men expose themselves to risks that are worthy of them, and shrink from no obstacle in their efforts to reach the goal; and though people say it is unnecessary to endanger fatal ball from a safe distance at a tamed bear. though people say it is unnecessary to endanger one's life for so insignificant an object, I be-lieve that those who shrink from unnecessary danger will not find courage where it is indispensable. The other sport to which I allude is the Spanish bull-fight, which is a true national game of the olden time. It is true that it excites the savage passions which are innate in man, but it also excites the desire to use their strength and he who takes as an invitation. strength; and he who takes an enthusiastic in-terest in such scenes will not want inclination for other things, and will at least not perish in apathy. There is still steadfast and proud chivalry in the Spanish character, and, not-withstanding the sport which has descended to them from their ancestors, the Spaniards are pious and charitable."

Here is another very characteristic passage. The author describes an incident which occurred during a storm at night on the voyage from Naples to Leghorn:-

"Scarcely had I fallen asleep when the sudden "Scarcely had I fallen asleep when the sudden falling of my bookcase, with all that it contained, awoke me. The noise was extraordinary; all was dark. I felt my way across the barricade of books and ascended to the quarter deck. I must here plead guilty to a little weakness. I had hidden in my cabin one of the storm birds which had been caught the day before yesterday, intending, in my mania for animals, to keep it and take care of it. When I heard the storm, however, and ways after ways heard the storm, however, and wave after wave rushed over the ship, the superstition about the storm bird came to my mind, and I thought that if the bird remained on board we should all perish. It seemed to me as if the animal was the soul of some drowned sailor, so I fetched it from my cabin, covered it with my pocket handkerchief, and took it on board, where I set it at liberty.'

We will close this brief notice with one more extract, which strikingly illustrates the romantic and imaginative temperament of the unfortunate prince. He describes his feelings on completing the ascent of Vesuvius:-

"I was on the edge of the crater, and felt as if I were lost. It seemed to me that I was no longer on the earth, but stood on the frontier wall of another region. I felt alone in all this horror of insture, in this silent chaos. A mysterious shuader came over me; if my friends had not been present a nameless fear would have driven me from the spot. * * Even a less terrible scene fills the visitor with a secret terror when he is alone. The rush of a waterfall from rock to rock then induces a belief that the stream is drawing him towards it, and if the thunder roars in the sky, and the water rages, and the lightning draws a net of flame around him, how his heart beats! how he looks around wildly, as if each thunderbolt and lightning flash were meant for him! How powerfally, then, must the sight of Vesuvius impress him, where only a thin crust separates him from the hot lava—a crust which may crack at any mo-ment. But when several men come together. each feels no longer solitary in presence of Nature, and hurries thoughtiesaly away from the

Letter from the Empress Charlotte on the Mexican Clergy.

The following letter from the Empress Charlotte, dated January, 1865, appears in a pamphlet just published by M. Aymot, Paris, under the title of "The Relations of the Court

of Rome with the Mexican Government:"-"Yourfexcellent letter, I repeat, has afforded me double pleasure, for it is at once a proof of your remembrance and of the triendship which does not cease to unite us. To speak frankly, we have need of them just now, for the situation is far from being bright. I do not know if you are aware that the Pope, who has a sprightly disposition, often says of himself that he is a jettledore. It is certain, however, that ever since his envoy set foot on our land, we have only experienced bitter mortifications, and we are in expectation of quite as many more ere long. Energy and perseverance I more ere long. Energy and perseverance I believe we have; but I ask myself if difficulties of this kind continue, whether it will be possible to overcome them. This is, in truth, the actual state of things. The clergy, mortally offended by the letter of December 27, are not to be easily overcome. All the old abuses combine to evade the orders of the Emperor regarding them. In this, perhaps, there is no fanaticism, but there is in it such steady and manovoring tenacity, that I believe it impossible for the persons who now compose the body of the clergy to adopt any other system. The question is, what is to be done with them? When Napoleon I obtained from the Pope the dismissal of the emigrant bishops, they were living abroad, and as they were holy persons they were resigned. Those whom we have here would readily leave their sees, but not their revenues. A salary from the state would not be an equivalent, and their ideal is to live in Europe in the possession of that money whilst we are struggling here to establish the position of the church. There is to be a revision of the Church property sold to be a revision of the Church property sold—
a second apple of discord—for in consequence
of acknowledging the reformed laws, we have
brought the conservatives upon us. Now we
are going to have upon our shoulders the liberals and the allottees. As there can be but one
weight and one measure for all, those who
have been guilty of illegal operations must
give up their gains, and I am afraid that
this work of reparation and of justice will
excite as much passion as the loss of their property did in regard to the clergy. In the midst this work of reparation and of justice will excite as much passion as the loss of their property did in regard to the clergy. In the midst of all this Osjaca is not yet taken, and this troubles the public mind. It unhapplily anything should go wrong there, the shell would burst in several pieces. During the last month we have been passing through a very sharp crisis. If we pass through it successfully, the future of the Mexican empire may be brilliant; if not, I do not know what we must expect. During the first six months everybody considered the Government perfect; but touch anything, set about anything, and people curse you. It is Nothing that is not to be dethroned. Perhaps you would think, with me, that Nothing is a manageable substance, because it is nothing; on the contrary, you come against it at every step in this country, and it is stronger than almost all the forces of the human mind. The Pyramids of Egypt were less difficult to raise than the Mexican Nothing would be to overcome. However, everything would be covercome. However, everything would be for a secondary importance were it not for the main fact that the army is diminishing, and with it the material force of the Government. I am ever afraid that we the Government. I am ever afraid that we are grasping the shadow for the substance. No doubt the Corps Legislatif in France will speak doubt that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out, but that will be nothing more or less than out,

destined to bear the name of Napoleon III to future generations. It is very well to say, as is said in the English Parliament, 'Mexico is is said in the English Parliament, 'Mexico is so well organized that she does not need any help,' but for my part I prefer keeping to realities. In order to civilize this country it is necessary to be completely master of it, and in order to have inil play the strength which lies in gros batallons must be constantly realized. It is an unanswerable argument. All strength which cannot be realized, such as prestige, skill, popularity, enthusiasm, has only a conventional value; these are resources which rise and fall—troops are indispensable. Austrians and Belgians are very good in times of caim, but let tempest come, and they are only red trousers. If I may tell you all my thoughts, I believe it will be very difficult for us to pass through all the first vital crises if the country be not more occupied than it is. Everything is much scattered, and it seems to me that instead of recalling anything, it is, perhaps, essential to augment. I fear very much that the Marshal repents of not having written in the month of October what we asked him to write. He has dreaded the discontent in France, and bas, I believe, exchanged a little unpleasantness for a great one. This is not my opinion only; if it believe, exchanged a little unpleasantness for a great one. This is not my opinion only; if it were, I could not venture to give it with so much confidence: it is that of—, and also of—, who are both competent judges, They say that they are not reassured, not so much on our account as an excession of the same transfer. account as on account of the army; for we can bear a check—nobody would be surprised at that—but the French army could not. We can, if need be, retire like Juarez into a distant province; we can go back whence we came; but France must triumph, because she is France, and because her honor is engaged,"

It is not stated to whom the above letter was addressed.

NEW PUBLICATIONS.

Lectures.—A New Course of Lecures is being delivered at the New York
Museum of Anatomy, embracing the subjects:—
"How to Live and what to Live for.—Youth,
Maturity, and Old Age.—Manhood generally Reviewed.—The Causes of Indigestion, Flatulence, and
Nervous Diseases accounted for.—Marriage philosophically considered," etc.
Pocket volumes containing these lectures will be
forwarded to parties, unable to attend, on receipt of
four stamps, by addressing—"SECRETARY, New
York Museum of Anatomy and Science, No. 618
Broadway, New York."
524mw 3m*

FERTILIZERS.

A M MONIATED PHOSPHATE,

AN UNSURPASSED FERTILIZER

For Wheat, Corn, Oats Potatoes, Grass, the Vegcable Garden, Fruit Trees, Grape Vines, Etc. Etc.

This Fertilizer contains Ground Bone and the bes Price \$60 per ton of 2000 pounds. For sale by the

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

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CULVER'S NEW PATENT DEEP SAND-JOINT

HOT-AIR FURNACE.

BANGES OF ALL SIZES. Also, Philegar's New Low Pressure Steam Heating Apparatus. For sale by

CHARLES WILLIAMS, No. 1182 MARKET Street

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E. M. NEEDLES & CO. OFFER IN

HOUSE-FURNISHING DRY GOODS, ADAPTED TO THE SEASON,

ummer Gauze Blanketa. Fruit Cloths and Doylies,
Bath and other Towels,
Furniture Chintzes and Dimittes,
Pillow and Sheeting Linens, Honeycomb, Allendale, AND OTHER LIGHT SPREADS, AT

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SALE OF

RAILROAD PROPERTY AND FRANCHISES.

Notice hereby given that by virtue of a decree of the Supreme Court of Pennsylvania, we will expose to sale at Public Auction,

AT THE PHILADELPHIA EXCHANGE, In the City of Philadelphia, State of Pennsylvania 15TH DAY OF OCTOBER,

A, D. 1867, at 12 o'clock, noou, of that day, all and singular the RAILROADS AND RAILWAYS, LANDS, TRACKS, LINES, RAILS, CROSSTIES, CHAIRS, SPIKES, FROGS, SWITCHES, and other IRON, BRIDGES, WAYS and RIGHTS OF WAY, MATERIALS, HOUSES, BUILDINGS, SHOPS, PIERS, WHARVES, ERECTIONS, FENCES, WALLS, FIXTURES, DEPUTS, RIGHTS AND INTERESTS and all and every other property and estate, real, personal, and mixed, of, belonging or appertaining to the RENO OIL CREEK AND FITHOLE RAILWAY COMPANY, and all the corporate rights, franchises, and privileges of, or belongesiate, real, personal, and mixed, of, belonging or appertaining to the RENO OLL CREEK AND PITHOLE RAILWAY COMPANY, and all the corporate rights, franchises, and privileges of, or belonging to the sals Company, together with all and singular the Locomotives and other Engines, Tenders, Cars. Machinery, Tools, Materials, and Implements, as well as materials for constructing, repairing, repairing, using and operating said Railroad and rearraway. All of which said property is situate in Venango County, in the State of Pennsylvania, and being the same property, rights, privileges, and franchises which said Company, by indenture of mortgage, dated the End day of May, A. D. 1866, and duly recorded in the office of the Recorder of Deeds of Venango County aforesaid, in Mortgage Book No. 2, page 546. etc., on the 4th day of June, A. D. 1866, granted and conveyed to the undersigned John S. Sauzade, ir trust, to secure certain bonds therein mentioned.

And which the said Company sy indenture of mortgage, dated April 3, 1896, and duly recorded in the office of said Recorder of Deeds of Venango County, aforesaid, in Mortgage Book No. 2, page 546, etc., on the 5th day of June, A. D. 1866, granted and conveyed to Morris K. Jessup, and the undersigned William J. Barr, in trust to secure certain debts therein mentioned. This sale will be made under, and in pursuance of a decree entered by the said Supreme Court of the State of Pennsylvania, on the 3d day of July, A. D. 1867, in a cause pending in equity insaid court, upon a bill filed by the said John S. Sauzade, Trustee, against the said Company, and the said Morris K. Jessup and William J. Barr, defendants, praying, inter alia, for a decree of sale of the said mortgaged premises. The terms and conditions of sale will be an actual to the undersigned at the time of the saie by the purchaser, and he must also sign the terms and conditions of sale, otherwise, the said mortgage will be immediately resold.

Third, The balance of the purchase money shall be paid to the undersigned. A

ale. WILLIAM J. BARR, Trustee JOHN S. SAUZADE, Trustee. PHILADELPHIA, July 5, 1867. M. THOMAS & SONS, Auctioneers, 7 Stufsm

O B N E X C H A N G B
BAG MANUFACTORY.
JOHN T. BAILEY & CO.,
BEMOVED TO
N. E. Corner of MARKET and WATER Streets,
Philadelphia N. E. Corner of MARKET and WATER Streets,
Philadelphia.

DEALERS IN BAGS AND BAGGING
Of every Description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone
Dust, Etc.
Large and small GUNNY BAGS constantly on hand,
2:221 Also, WOOL SACKS.
JOHN T BALLEY.

JAMES CASCADEN.



and Traveling Goods generally.

RAILROAD LINES.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Harelton, White Haven, Wilkesbarre, Mahanoy City,

direct ronte to Bethlehem, Allentown, Mauch Chunk, Harelton, White Haven, Wilkesbarre, Mahanoy City, Mount Caimel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

SUMMER ARRANGEMENT.

On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—A17-86 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Baliroad, connecting at Bethlehem, with Lehigh, Valley Railroad for Allentown, Catasaugida, Slatington, Mauch Chunk, Weatherly, Jeansville, Hazelton, white Haven, Wilkesbarre, Eingston, Piteton, and all points in Lehigh and Woming valleys: also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Baliroad, for Rupert, Danville, Milton, and Williamsport, Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbarre at 8 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 1155 P. M., for Easton, and points on New Jersey Central Railroad to New York,

At 8'46 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsyille, by this

At 6.45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 10.15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1.20 P. M.—Express for Bethiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carnel, and all points in the Mahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quakertown.

At 245 P. M.-Accommodation for Doylestown stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales for Sunneytown. At 4 P. M. - Accommodation to. Doylestown, stop At 4 P. M.—Accommodation fo. Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington; for Lumberville at Doylestown, At 5°20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chouk.

At 6°20 P. M.—Accommodation for Lausdale, stopping at all intermediate stations.

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

Ington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 915 A. M., 205 and 840 P. M.,
205 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Hazleton. Passengers leaving Easton at
1120 A. M. arrive in Philadelphia at 2705 P. M.
Passengers leave Wilkesbarre at 130 P. M., connect
at Bethlehem at 615 P. M., and arrive in Philadelphia at 840 P. M., and arrive in Philadelphia From Doylestown at 825 A. M., 510 P. M., and 740 P. M.

From Doylestown at 8'25 A. M., 5'10 P. M., and 7'40 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 7'20 A. M.
Bethlehem to Philadelphia at 7'20 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to lecure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets solo and Baggage checked through to prin-Tickets solo and Baggage checked through to principal points at hiann's North Pennsylvania Baggage Express Office,

No. 165 S. FIFTH Street. WEST CHESTER AND PHILADELPHIA

W EST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1987, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M., 2:30 P. M., 4:15 P. M., 4:56 P. M., 7:06 P. M., and
10:30 P. M. 11 A. M., 2'30 P. M., 4'15 P. M., 4'50 P. M., 7'00 P. M., and 10'50 P. M.

Leave West Chester for Philadelphia, from Depo. on East Market street, at 6'16 A. M., 7'15 A. M., 7'30 and 10'45 A. M., 1'55 P. M., 4'50 and 6'30 P. M.

Trains leaving West Chester at 7'30 A. M., and leaving Philadelphia at 4'50 P. M., will stop at B. C. Junction and Media only.

Fassengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 7'15 A. M., and going west will take train leaving Philadelphia at 4'50 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 5'30 P. M.

Leave Media for Philadelphia at 6'40 P. M.

Stopping at all stations.

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 der arture.

Front and Market streets thirty minutes previous to detarture.

The Cheenut 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 8:00 A. M. and 2 P. M.
Leave West Chester at 7:45 A. M. and 5 P. M.
The cars on Market street will connect with all Sonday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

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.

4:332

General Superintendent, General Superintendent. PHILADELPHIA AND ERIE RAILROAD.

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

ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1887, the trains on the Philadelphia and Eric Railroad will run as follows: follows:— WESTWARD.
Mail Train leaves Philadelphia......

" leaves Williamsport 4'30 A. h
" arrives at Erit 418 P. A
Erie Express leaves Philadelphia1200 noor
lenves Williamsport 8'45 P. M
arrives at Erie10 00 A. h
Elmira Mall leaves Philadelphia 8'00 A. h
ii leaves Williamsport 645 P. M
arrives at Lock Haven 840,P. h
EASTWARD,
Mail Train leaves Erie10 25 A. M
" leaves Williamsport 10:10 P. M
" arrives at Philadelphia
Erie Express leaves Erie 5'00 P. h
leaves Williamsport 425 A. 3
reaves williamsport
" arrives at Philadelphia 1'00 P. A
Elmira Mail leaves Lock Haven 7'15 A. M
" leaves Williamsport 8'35 A. h
" arrives at Philadelphia 5'40 P. h
Mail and Express connect with all trains on Warre
and Franktin Railway. Passengers leaving Philade
phia at 12'00 M, arrive at Irvineton at 6'40 A, M, an
Oil City at 9'80 A.M. Leaving Philadelphia at 7'30 P M., arrive at O
Leaving Philadelphia at 1 30
Clay as wall F. M A Providin Dallman man
All trains on Warren and Franklin Railway man
close connections at Oil City with trains for Frankli
Baggage checked through,

and Petroleum Centre. Baggage checked MILER. 1.12 DHILADELPHIA AND BALTIMORE CEN Thal Rallroad,—summer arrangements, On and after Saturday, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of Therty-First and Chesnut Tstreets (West Philadelphia), at 7:15 A. M. and 4:50 P. M.

Leave Rising Sun at 5:15 and, Oxford at 6:06 A. M., and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1:15 A. M., Oxford at 1:200 M., and Kennett at 1:06 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7:15 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 4:50 P. M., runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only.

Passengers allowed to take wearing apparel only.

Rising Sun. Md.

Passengers allowed to take wearing apparel only.

Passengers and the Company will not in any case be as baggage, and the Company will not in any case be as paggage, and the Company will not in any case be as paggage, and the Company will not in any case be as paggage, and the Company will not in any case be as paggage.

But The Plant Sun The Plant

ANNAMESSIC SHORT LINE AND United States Mail Route to the South

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

For tickets and information inquire at Offices. Nos
fit and 828 CHESNUT Street, or at Depot. HROAD
Street and WASHINGTON Avenue.

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

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN POB CAPE MAY.
Commencing SUNDAY, June 23, 1887, the SUNDAY
MAIL AND PASSEN(LER TRAIN will leave Philadelphia, footor Market street (upper ferry), at 7 A. M.
Returning leave Cape Island at 5 P. M., stopping at
principal Stations only.

Fare, \$5 Gs. Excursion Tickets, \$4 00. Good this day
agd train only.

WILLIAM J. SEWELL. 620 to WILLIAM J. SEWELL, Superintender

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1887.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Ballway. Those of the Chesnut and Walnut Streets Railway run within one source of it.

Pacif Accommodation, No. 1.... Parkesburg Train...... Lapcaster Train...... East Line and Eric Express... Paul Accommodation, No. 2...

JOHN C. ALLEN, Ticket Agent,
No. 901 CH ESNUT Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and ilmit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. by special contract. EDWARD H. WILLIAMS,

General Superintendent, Altoona, 4 29

At 8 A. M., via Camden and Jersey City, Express
Mail.

Mai At 5 and 10 A. M., 1, 4, 5, 6, and 11'30 P. M., for Edgewater, Riverside, Riverton, and Palmyra, At 5 and 10 A. M., 1. 4, 6, and 11 30 P. M., for Fish The 1 and 11'80 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:—
At 11 A. M., 430 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines, Fare, \$3.
At \$, 10 15 and 11 A. M., 2 30, 3 30, 4 30, 5, and 12 P. M.,
for Trenten and Bristol.
At 8 and 10 15 A. M., 2 30, 5, and 12 P. M.-- for Morrisville and Tuliytown. 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 RAILEOAD LINES,

From Kensington Depot,
From Kensington Depot,
At \$ A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandalgua, Einira, Ithaca, Owego, Rochester,
Binghamton. Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,
etc. etc. tc. etc. At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.
The 330 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connect-At 1:0 A. M., and 1:30 and 6:30 P. M. Washington and New York Express Lines, vila Jersey City, Fare, \$3-25. The 1:30 A. M. and 6:30 P. M. Lines will run dally. All others, Sundays excepted.

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

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

Commencing SATURDAY, July 13, 1887.

8-06 A. M. Morning Mail. Due 12-25 P. M.

3-06 P. M. Cape May, Passenger. Due 7-18 P. M.

4-06 P. M. Express. Due 7-05 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6-36 A. M. Morning Mail. Due 12-07 P. M.

8-06 A. M. Fast Express. Due 12-07 P. M.

5-06 P. M. Cape May Express. Due 12-07 P. M.

5-06 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. 828 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.

purchasing tickets at this office can have their baggage checked at their residences.

**WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 13, 1867.

8'00 A. M. Morning Mail, for Bridgeton, Salem, Millville, Vincland, and intermediate stations.

9'00 A. M. Cape May Morning Mail.

2'00 P. M. Cape May Accommodation.

3'30 P. M. Bridgeton and Salem Passenger,

4'00 P. M. Cape May Express.

8'00 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 Whard below Wainut street, from 7:00 A. M. until 5:00 P. M. Freight received before 9:00 A. M. will go forward the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue 7:21f WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, AND

NGREISTOWN RATE OF TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 32, 33, 4, 5, 53, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 73, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11, P. M.
The 820 Down Train and 33, and 53, Up Trains will not stop on the Germantown Branch.

The 820 Down Train and 3% and 5% Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.
Leave Philadelphia 3% A. M. 2, 7, 10% P. M.
Leave Germantown 8% A. M. 1, 6, 9% P. M.
CHESNUT HILL RAILHOAD.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 8 and 11 P. M.
Leave Chesnut Hill 710, 3, 940, and 1140 A. M. 140, 340, 540, 650, 850, and 1040 P. M.
ON SUNDAYS.
Leave Philadelphia 9% A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 1240, 540, and 922 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

F.M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 75, 9, and 11'05 A. M. 12, 8, 45, 55, 45, 896, and 115, P. M. Leave Norristown 5 to, 7, 750, 9, and 11 A. M. 12, 8, 65, and 85 P. M. ON SUNDAYS,
Leave Philadelphia 9 A. M. 230 and 7 15 P. M. Leave Norristown 7 A. M. 150 and 9 P. M.
Leave Philadelphia 6, 75, 9, and 11'05 A. M. 12, 3, 45, 55, 64, 805, 95, and 11'9 P. M.
Leave Philadelphia 6, 75, 9, and 11'9 P. M.
Leave Hanyunk 6 10, 72, 8 20, 93, and 11% A. M. 2 34, 5, 62, 9, and 10 F. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 25 and 7% P. M.
Leave Manyunk 75 A. M. 6 and 95 F. M.
W. S. WILSON, General Superintendent.

Depot, NINTH and GREEN Streeta.

SHORTEST ROUTE TO THE SEA-SHORE CAMDEN AND ATLANTIC RATLEGAD,
THROUGH IN TWO HOURS,
Five Trains daily to Atlantic City, and one on Sunday.
On and after HATURDAY, June 29, 1867, trains will leave VINE Street Ferry, as follows:—

Express (through in two hours). 200 P. M. Atlantic Accommodation. 415 P. M. Atlantic Accommodation. 515 P. M. BETURNING—LEAVES ATLANTIC Special Excusion. 578 P. M. Mail. 440 P. M. Freight 1140 A. M. Express (through in two hours). 7 08 A. M. Accommodation. 545 A. M. Accommodation. 545 A. M. Accommodation. Express (through in two hours), 7.68 A. M.
Accommodation. 46 A. M.
Junction Accommodation to Jackson and intermediate Stations leaves Vine street. 5730 P. M.
Beturning leaves Jackson. 5730 P. M.
HADDONFIELD ACCOMMODATION TRAINS
Leave Vine street at. 10.15 A. M., 200 P. M.
Euver Vine street at. 10.15 A. M., 200 P. M.
SUNDAY MAIL TRAIN TO ATLANTIC CITY
Leaves Vine street at 730 A. M., and Atlantic at 440 P. M.
Fare to Atlantic 22. Round Trip Tickets, good only for the day and train on which they are issued, \$3,
Tickets for sale at the Office of the Philadelphia
Local Express Company, No. 625 CHESNUT Street and at No. 525 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to botel or cuttage at Atlantic City

8 2440

Agant.

RAILROAD LINES.

READING RAILROA PEADING RAILROAD
FROM PHILADELPHIA TOTHE INTERIOROI
PENNSYLVANIA, THE SCHUYLKILL SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1867,
Leaving the Company's Depot, at THIRTEENTH
and Callowhill Streets Philadelphia, at the following hours: owing hours:
MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stationa
Returning, leaves Reading at #30 P. M., arriving in

At 7:30 A. M., for Reading and intermediate Stationa Returning, leaves Reading at #30 P. M., arriving in Philadelphia at 9:10 P. M.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamagoa, Sunbury, Williamsport, Elmira, Rochester, Niagara Falla, Buffalo, Allentown, Wilkesbarre, Piliston, 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 PORT CLINTON with Catawissa Raliroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cumberland Valley and Schuyikill and Susquebanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

ATTERNOON EXPRESS

and Schnylkill and Susquebanna Ifains for Northumberland, Williamsport, York, Chambersburg, Pine grove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at \$'30 P. M., for Reading Potsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION
Leaves Potistown at 6'25 A. M., stopping at intermediate Stations; arrives in Philadelphia at 8'40 A' M. Returning, leaves Philadelphia at 8'40 A' M. Returning, leaves Philadelphia at 8'40 A. M., stopping at all way stations, arriving at Philadelphia at 10'15 A. M. Returning, leaves Philadelphia at 10'15 A. M., Returning, leaves Philadelphia at 10'15 A. M., and Potisville at 8'45 A. M., striving in Philadelphia at 10'0 P. M., Afternoon trains leave Harrisburg at 2'10 P. M., Potisville at 2'45 P. M., arriving in Philadelphia at 10'0 P. M., Potisville at 2'45 P. M., arriving in Philadelphia at 10'0 P. M. Chemeon trains leave Harrisburg at 2'10 P. M., Chemeon trains leave Harrisburg at 2'10 P. M., Potisville at 2'45 P. M., arriving in Philadelphia at 1'45 P. M.

HARRISBURG ACCOMMODATION
Leaves Reading at 7'15 A. M., and Harrisburg at 2'10 P. M. Connecting at Reading with Atternoon Accommodation south at 6'30 P. M., arriving in Philadelphia at 1'45 noon for Potisville and all way stations.

All the above trains run daily. Sundays excepted, Sundays trains leave Pottsville at 7'00 A. M. for Philadelphia and all way stations.

All the above trains run daily. Sundays excepted, Sundays trains leave Pottsville at 7'00 A. M. for Philadelphia at 3'17 P. M. Leave Philadelphia for Reading at 3'18 P. M. Leave Philadelphia for Reading at 3'18 P. M. Leave Philadelphia for Reading at 8'20 A. M., returning from Reading at 4'25 P. M. CHESTER VALLEY RAILEOAD.

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 5'10 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 1'00 A. M. and 1'50 and 10'05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pitteburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittaburg, at 3 and 5'35 A. M. and 9 P. M., passing Reading at 4'2 and 6'30 A. M., and 4'90 and 1'15 P. M., and arriving in New York at 10'10 A. M., and 4'40 and 5'30 P. M. Sleepingicars accompany these trains through between Jersey City and Pittsburg, without change.

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

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 7 and 11-20 A. M., and 7-12 P. M., returning from Tamaqua at 7-25 A. M. and 1-42 and 4-15 P. M. S. HUYLKILL AND SUSQUEHANNA RAILROAL Trains leave Auburn at 750 A. M. for Pinegrove and Harrisburg, and 1750 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., and from Tremont at 7 35 A. M. and 5 25 P. M. and from Tremont at 7 35 A. M. and 6 25 P. M. and 6

Canada.

Excursion tickets from Philadelphia to Beading 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 trains, 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, Reading.—

COMMUTATION TICKETS

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

MILEAGE TICKETS,

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

SEASON TICKETS,

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

CLEERGY MEN.

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

EXCURSION TICKETS

From Philadelphia to principal stations, good for Excursion tickets from Philadelphia to Reading and

EXCURSION TICKETS

FXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.
FREIGHT TRAINS

sind WILLOW Streets.
FREIGHT TRAINS
Leave Philadelphia daily at 5:30 A. M., 12:45 noon and 6 P. M., for Reading, Lebsacon, Harrisburg, Pottsville. Port Clinton, and all points forward.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M. PHILADELPHIA, WILMINGTON AND BAL.

HILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1867, Trains will leave Depot, corner BROAD Street and WASH INGTON Avenue, as follows:—
Way Mail Train at 839 A. M. (Sundays excepted for Battimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations. cetting with Delaware Railicad at Wilmington far Crisfield and intermediate stations.

Express Train at 1156 A. M. (sandays excepted) for Balumore and Washington.

Express Train at 370 P. M. (sandays excepted) for saltimore and Washington, expiring at Chester, Thurstow, Linwood, Claymont, Wilmington, Newbort, Station, Newark, Eikton, Northeast, Charlestown, Perryville, Havrede-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 1100 P. M. (saily) for Baltimore and Washington, Connects at Wilmington (Satordays

Night Express at 11 of P. M. (hally) for Baltimore and Washington. Connects at willington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Chayton, Dover, Harrington, Seaford, Salisbury, Princes Anne, and connecting at Crisfield with Boat for Fortress Monroe, Nortolk, Portamouth, and the South.

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

WILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Stopping at all Stations between Philadelphia and Wilmington.

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

Leave Wilmington 6:30, 7:15 and 8. A. M., 4:30 and 6:31 (daily) P. M. The 7:10 A. M. Train will not stop at stations between Chester and Philadelphia,

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M. Way Mail, 9:35 A. M., Express, 2:15 P. M., Express, 6:35 P. M., Express, 8:35 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 southwest, may be procured at the Ticket Office, No. 8:28 CHESNUT Street, under the Continental Hotel, where also state-rooms and be the is in steeping care can be secured during the day. Persons purchasing tickets at this office can have their baggagetchecked at their residence by the Union Transfer Company, 482 H. F. KENNEY, Superintendent.

TO PERSONS GOING OUT OF TOWN. CALL AT SHITH'S.

NO. 328 CHESNUT STREET And supply yourselves with STATIONERY

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

All kinds of Blank Books, Printing, Stationery Pocket Books, Pocket Cut ery, etc stc., at very greatly reduced prices. FITLER, WEAVER & CO.

MANUFACTURERS OF Manilla and Tarred Cordage, Cords Twines, Etc. NO. 22 North WATER Street, and NO. 22 North DELAWARE Avenue, FHILADELPHIA. EDWIN H. FITLER, MICHAEL WRAVES. CONSAD F CLOTHIER. \$ 14

COTTON AND FLAX, SAIL DUCK AND CANVAR. Tent Awning Trunk, and Wagon Cover Duck. Also, Paper Manufacturers' Drier Felts, from one to seven feet wide; Panilns. Belting, Sail Twins, sto.

JOHN W. EVERMAN & CO...

Ro. 103 JONES Alley

SHIPPING

THE STEAMSHIP CITY OF NEW YORK, of the Inman Line, will sail from Pier 4b NORTH RIVER, at toom, on WEDNESDAY, August 25, for Liverpool, calling at Queenstown, Battes of Passage—First Cable, Hill: Steerage, 350—Corrency.

52:51 No. 411 CHEBNUTSL., Philadelphia, Pa.

PASSAGE TO AND FROM GREAT BRITAIN AND IRRIAND BY STEAMSHIP AND SAILING PACKET.

DRAFTS AVAILABLE THROUGHOUT ENGLAND IRELAND, SCOTLAND, AND WALES.

FOR PARTICULAR SPORTS, BROTHERS & CO., No. 36 SOUTH Street, and No. 22 BROADWAY, 11 Or to THOS. T. SEARLE, No. 21 WALNUT

PHILADELPHIA BICHMOND
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST.
THROUGH RECEIPTS TO NEWBERN.
Also, all points in North and South Carolins, vis
Seaboard and Rannoke Raliroad, and to Lynchburg.
Va., Tennessee, and the West, via Norfolk, Petersburg. South-Side Raliroad, and Richmond and Danville Raliroad, Va., Tennessee, and the West, via Norfolk, Petersburg, South-Side Railroad, and Richmond and Damville Railroad.

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 transfer.

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

Freight received daily.

No. 14 North and South Wharves.

W. P. PORTER, Agent at Richmond and Other 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 P. F. Horie,
TIOGA, 1075 tons, Captain J. F. Morse,
STAR OF THE UNION, (1076 tons,) Captain T. H.
The STAR OF THE UNION will leave for New Orleans on SATURDAY, August 24th, from Pier No.
15 (accord wharf believ Sprince street).
The TIOGA will leave New Orleans for this page
August 17.

The TIOGA will leave New Orleans for this posses August 17.
Through bills of lading signed for freight to Mobile, Galveston, Natchez, Vicksburg, Mempuls, Nasavus et Cairo, 5t. Louis, Louisville, and Cincinnsti.
WILLIAM L. JAMES, General Agent, 11:
No. 314 S. Delaware svenus.
Agents at New Orleans, Orcevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOR SAVANNAH, GA.
TONAWANDA, 550 tons, Captain Wm. Jennings, WYOMING, 800 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 what below Spruce street,
Through passage tickets sold and freight taken for all points in connection with the Georgia Central Railroad. WILLIAM L JAMES, General Agents
Agents at Savannah, Hunter & Gammell. [41]

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

The steamship PIONEER, 812 tons, Captain J. Bennett, will leave for the above port on TUESDAY. Sept. 5th, at so'clock A. M., from Pier 18 (second what below spruce street). ept. 5th, at so clock A. M., Hold I. Strand reduced rates 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.

12 No. 314 S. Delaware avenue.

HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL

The Steamships
HENDRICK HUDSON......CAPTAIN HOL

NEW EXPBESS 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 blacket strees.

Steamers leave.

Jiarket atrees.

Ko, 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetows.

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

PULY.—DAILY LINE FOR BALTI-MORE, via Chesapeage and Delawhite Caimi.

Philadelphia and Baltimore Union Steamboat Company, daily at 2 o'clock P. M.

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

Carying all description of Freight as low as any other line. ther line.
Freight handled with great care, delivered gromptly, and forwarded to all points beyond the erminus free of commission.
Particular attention paid to the transportation of description of Merchandise, Horses, Carriages,

fc. etc.
For further information, apply to
JOHN D. RUOFF, Agent,
5 let No. 18 N. DELAWARE Avenue. FOR NEW YORK, VIA DELA. ware and Raritan Canal.
Express Steamboat Company Steam Propertiers leave Daily from hist whart below Markes street. Through in twenty-four hours. Goods forwarded to all points, North, East and West, freed

mmission.
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 10 FOR NEW YORK.—SWIFTSURE
FOR NEW YORK.—SWIFTSURE
Transportation Company Despatch
and Swifteure Lines, via Deiawara
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 accommoda-

ting terms, apply to WILLIAM M. BAIRD & OS.,
111 No. 122 S. DELAWARE Avenue. TO SHIP CAPTAINS AND OWNERS.

TO SHIP CAPTAINS AND OWNERS.

The undersigned having sensed the KER.

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

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

Having the agency for the sale of "Wetterstedy'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,

1 13 DELAWARE Avenue, above Laurei street.

JOHN CRUMP,

CARPENTER AND BUILDER. SHOPS: NO. 213 LODGE STREET, AND NO. 1738 CHESNUT STREET,

PHILADELPHIA.

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 GAB FIXTURES. CHANDELLE BS, and ORNAMENTAL BRONZE WARES. Those wisning handsome and thoroughly made Goods, at very reasonable price will find it to their advantage to give us a call befur purchasing elsewhere.

N. B.—Soiled or tarnished fixtures refinished wit apscial care and at reasonable prices.

WANKIRK & OU