INSURANCE COMPANIES. DELAWABE MUTUAL SAFETY INSU-lature of Pennsylvania, 1835. Office, S. E. corner of THIRD and WALNUT Streets, Philadelphila. MARINE INSURANCES on vessels, cargo, and freight to all parts of the world. INLAND INSURANCES on goods by river, canal, lake, and land carriage, to all parts of the Union. FIRE INSURANCES on merchandise generally. On Stores, Dwelling-Houses, etc. ASSETS OF THE COMPANY, November 1, 1906, \$100,000 United States 5 Per Cent. Loan, 120,000 United States 6 Per Cent. Loan, 200,000 United States 7 3-10 Per Cent. Loan, Treasury Notes. Loans (exempts). 54,000 State of Pennsylvania 6 Per Cent. Loans (exempts). 126,582.50 54,700°00 66,000 State of Pennsylvania 5 Per Cent. 44,620*09 50,000 State of New Jersey Six Per Cent, 50,750*00 20,500.00 24,230 00 20.75010 7,000 State of Tennessee Six Per Cent, 18,000 00 7,000 State of Tennesses Six Per Cent, Loan. 15,000 300 shares stock of Germantown Gas Company (principal and interest guaranteed by the city of Philadelphia). 7,150,143 Shares Stock of Pennsylvania Railroad Company. 5,000,100 Shares Stock of North Pennsylvania Railroad Company. *20,000 So Shares Stock of Philadelphia and Southern Mail Steamship Companys. 195,900 Loans on Bondl and Mortgage, first liens on City Property. 8,258:25 8,930*00 \$1,045,050 par. Market value...\$1,070,280-75 This being a new enterprise, the Par is assumed as the market value. Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophius Paulding, John R. Penrose, Samuel E. Stokes, Hebry Slean, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Jacob P. Jones, James B. McFarland, Joshus P. Eyre, Spencer McLivaine, J. B. Semple, Pittsburg, A. B. Berger, D. T. Morgan, Beorge W. Bernardou, S. C. HAND, President, John R. Penrose, James Traquair, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph H. Seal, George G. Leiper, Hugh Craig, John D. Taylor, Jacob Riegel, THO acob Riegel, THOMAS C. HAND, President. JOHN C. DAVIS, Vice-President. HENRY LYLBURN, Secretary. 18 1829-CHARTER PERPETUAL Franklin Fire Insurance Co. OF PHILADELPHIA. OFFICE: NOS. 435 AND 437 CHESNUT STREET. ASSETS ON JANUARY 1, 1867, 82,553,146.13. Accrued Eurp .us... 946,713 98

INCOME FOR 1866, UNSETTLED CLAIMS, LOSSES PAID SINCE 1829 OVER 85,500,000. Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS. George Fales, Alfred Fitler, Francis W. Lewis, M. D., Peter McCali, Thomas sparks, Charles N. Bancker, Tobias Wagner, Samuel Grant, George W. Richards, Isaac Lea,

CHARLES N. BANCKER, President, GEORGE FALES, Vice-President, J. W. McALLISTER, Secretary pro tem. [8111231]

INSURANCE COMPANY OF

NORTH AMERICA. OFFICE, No. 2.2 WALNUT ST., PHILADELPHIA.

INCORPORATED 1791. CHARTER PERPETUAL. CAPITAL, \$500,000, ASSETS JANUARY 8, 18 07 \$1,763,267.30 INNURES MARINE, INLAND TRANSPOR-

TATION AND FIRS BISES. DIRECTORS.

DIRECTORS.

Arthur G. Coffin, Samuel W. Jones, Long A. Brown, Edward H. Trotter, Edward H DROVIDENT LIFE AND TRUST COMPANY

PROVIDENT LIFE AND TRUST COMPANY
OF PHILLADELPHIA,
No. 111 South FOURTH Street,
INCORPORATED 3G MONTH 22d, 1865.
CAPITAL, \$180,000, PAID IN.
Insurance on Lives, by Yearly Premiums; or by 5, 10, or 20 year Fremiums, Non-forielture.
Annuities granted on Invorable terms.
Term Policies, Children's Endowments.
This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its policy holders.
Moneys received at interest, and paid on demand, authorized by charter to execute Trinsus, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or any person or persons, or bodies politic or corporate,
DIRECTORS.
SAMUEL R. SHIPLEY, HENRY HAINES, T. WISTAR BROWN, W. C. LONGSTRETH, W. C. LONGSTRETH, WILLIAM HACKEER, CHARLES F, COFFIN.
SAMUEL R. SHIPLEY, ROWLAND PARRY, President.
WM. C. LONGSTRETH, Vice President.
THOMAS WISTAR, M. D., J. B. TOWNSEND.
TTIL Medical Examiner. Legal Adviser.

TIBE INSURANCE EXCLUSIVELY .- THE PIBE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—incorporated IS2—Charter Perpetual—No. 516 WALNUT Street, opposite independence Square. This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Balldings, either permanently or for a limited time. Also, on Fundative, Stocks of Goods, and Merchandise generally, on liberal terms.

Their taplial, together with a large Surplus Fund, sinvested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of 1088.

Daniel Smith, Jr., Joha Devereux,
Alexander Benson, Thomas Smith,
Isaac Hazlehurst, Henry Lewis,
Thomas Robbins, J. Gillingbam Fell,
Daniel Haddock, Jr.,
Daniel LabiTH, Jr., President,
WILLIAM G. CROWKIL, Secretary, 3 302

PHENIX INSUBANCE COMPANY OF PHILADELPRIA.
INCORPORATED 1864—CHARTER PERPETUAL No. 224 WALMUT Street, opposite the Exchange. In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE for liberal terms on buildings, merchandles, furniture, etc., for limited periods, and permanently on buildings, by decosit of premium.

The Company has been in active operation for more han SIXTY YEARS, during which all losses have een promptly adjusted and paid.

JURECTORS.
JOHN L. Hodge.

John L. Hodge.
M. B. Mahony.
John T. Lewis.
Willam B. Grant,
Robert W. Leaming,
D. Clark Wharton,
Hamuel Wilcox.
JOHN WUCHERER President, SAMUEL WILCOX, Secretary

INSURANCE COMPANIES.

GIRARD FIRE AND MARINE INSURANCE COMPANY. (No. 639)

N. E. COR. CHESNUT AND SEVENTH STS. CAPITAL AND SURPLUS OVER \$200,000 INCOME FOR 1866, \$103,934, Losses Paid and Accrued in 1868,

847,000 Of which amount not \$5000 remain unpaid at this date \$100,000,000 of property has been successfully snared by this Company in thirteen years, and Eight Hun-dred Losses by Fire promptly paid.

DIRECTORS.

Siles Yerkes, Jr.,

Siles Yerkes, Jr.,

Alired 8, Gillett,

N. 8 Lawrence,

Charles L Dupont,

Henry F. Kenney,

Joseph Klapp, M. D.

THOMAS CRAVEN, President,

2 Marks B. ALVORD, Secretary

GOVERNMENT SALES.

ARGE SALE OF PUBLIC PROPERTY OFFICE ARMY CLOTHING AND EQUIPAGE,
ST. LOUIS, Mo., August 15, 1867.
Will be sold at public auction, at the DEPOT
OF ARMY CLOTHING AND EQUIPAGE, No.
907 North MAIN Street, St. Louis, on TUESDAY, the 3d day of September next, commencing at 11 o'clock A. M., to be continued
from day to day, the following articles of Army
Clothing and Equipage,—
72,000 Great Coats (footmen's),
58,000 Great Coats (footmen's).

58,000 Great Coats (horsemen's). 50,000 Uniform Hats. 50,000 Ostrich Feathers. 50,000 Hat Cords and Tassels (blue). 50,000 Forage Caps. 3,111 Uniform Frock Coats. 45,000 Uniform Jackets. 8,451 Veteran Reserve Jackets. 328 Knit Jackets. 18,680 Lined Sack Coats, 66,212 Unlined Sack Coats, 7,000 Overalls. 6,000 Stable Frocks.

20,000 Leather Neck Stocks, 1,000 Worsted Sashes, 282 Pairs Boots, 16.653 Pairs Bootees 2,880 Pairs Trowsers (footmen's). 5,600 Pairs Trowsers (horsemen's). Haversacks, 50,000 Knapsacks. 25,000 Rubber Blankets.

89,425 Knit Shirts. 6,945 Knit Drawers.

63,500 Weolien Blankets. 20,000 Pick Axes. 15,400 Pick Axe Handles.

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

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

Terms—Cash in Government funds, ten per cent, down, the balance before the recent. 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 United States Army.

LARGE SALE OF NEW MATERIAL DEPOT QUARTERMASTER'S OFFICE Washington, D. C., August 15, 1867.) By direction of the Quartermaster-General large lot of new 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, September 2, commencing at 10 A. M., consisting in part of—

part of 108 lbs. ingot copper, 575 coal oil burners, 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 saddletrees,
210 wrenches, Government pattern,
9 gang saws,
244 vds paper muslin clamps, os. oil tanned 7679 lbs. oil leather, 846 lbs. sole leather, 2483 lbs. oakum,

177 lbs. Mica,
216 lbs. packing hemp,
271 spools W. and B.
thread,
8100 ft. coil chain,
39 gang saws,
214 yds.paper muslin,
1,382 ft. linen hose,
200 ft. gutta percha ALSO. 300 ibs. sulphate cop 120 lbs. aloes 100 lbs. calomel, 100 lbs. alum, 100 lbs. sugar lead, 362 lbs. glauber salts. 546 lbs sulphur, 100 lbs, tartar emetic, 75 lbs. corrosive subli-100 lbs, epsom salts, 100 lbs, nitrate potas-

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

Terms—Cash in Government funds. By order of General C. H. Tompkins, Depot Quartermaster.

JAMES M. MOORE, 8 17 13t Bvt. Lieut.-Col., Q. M. in charge.

FURNITURE, ETC.

TO HOUSEKEEPERS. I have a large stock of every variety of FURNITURE. Which I will sell at reduced prices, consisting of—PLAIN AND MARBLE TOP COTTAGE BUITS WALNUT CHAMBER SUITS,
PARLOR SUITS IN VALVET PLUSH,
PARLOR SUITS IN HAIR CLOTH.
PARLOR SUITS IN REFS.
Eldeboards, Extension Tables, Wardrobes, Book cases, Mattresses, Lounges, etc.

P. P. GUSTINE, 812 N. E. corner SECOND and RACE Streets. ESTABLISHED 1795.

A. S. ROBINSON, French Plate Looking-Glasses,

ENGRAVINGS, PAINTINGS, DRAWINGS, ETC Manufacturer of all kinds of LOOKING-GLASS, PORTRAIT, AND PIC-

TURE FRAMES TO ORDER. No. 910 CHESNUT STREET THIRD DOOR ABOVE THE CONTINENTAL, PHILADELPHIA.

No. 1101 CHESNUT Street.

E. M. NEEDLES & CO.

OFFER IN HOUSE-FURNISHING DRY GOODS. ADAPTED TO THE SEASON,

Summer Gauze Blankets.

Fruit Cloths and Doylles,

Bath and other Towels,

Furniture Chintzes and Dimitles,

Pillow and Sheeting Linens,

Floor and Stair Linens,

Honeycomb, Allendale, AND OTHER LIGHT SPREADS, AT

No. 1101 CHESNUT Street. W I L L I A M S. G R A N T
COMMISSION MERCHANT,
No, 23 S, DELAWARE Avenue, Philadelphis,
Dupont's Gunpowder, Reined Nitre, Charcoal, Etc
W. Baker & Co.'s Chocolate, Cocoa, and Broma.
Crocker Bron. & Co.'s Yellow Metal Sheathing
Boits, and Nails. GET THE BEST-THE HOLY BIBLE-HARD ing's Editions—Family, Pulpit and Pocket Bible in beautiful fityles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portrails of families. of families.

WM. W. HARDING, Publisher,

INO. EES CHESHUT Street below Fourth

REDUCED PRICES.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD .-

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

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

SUMMER ARRANGEMENT.

On and after WEDN ENDAY, May 5, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—

At785 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad, for Alentown, Catasaudra, Statington, Mauch Chunk, Weatherly, Jeansville, Hazelton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys: aino, in connection with Lehigh and Myoming valleys: aino, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawiesa Railroad, for Mahanoy City, and with Catawiesa Railroad, for Mahanoy City, and with Catawiesa Railroad, for Enpert, Danville, Milton, and Williamsport, Arrive at Mauch Chunk, at 1203 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 1158 P. M., for Easton, and polute on New Jersey Central Railroad to New York.

At 845 A. M.—Accommodation for Doylestown, stop-At 845 A. M.—Accommedation 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, atopping at intermediate stations.

At 1 30 P. M.—Express for Bethlebern, Allentown Mauch Chunk, White Haven, Wilgesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and aid points in the Mahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quakertown. 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 Sumneytown.
At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartaville, take stage at Abington; for Lumberville at Doylestown.
At 526 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Raliroad, connecting at Bethlehem with Lehign Valley Evening train for Easton, Allentown, and Mauch Chunk.
At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 1138 P. M.—Accommodation for Fort Washington.

At 11:36 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at 9:15 A. M., 2:05 and 8:40 P. M.

2:05 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 1:20 A. M. arrive in Philadelphia at 2:05 P. M.

Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 5:15 P. M., and arrive in Philadelphis at 8:40 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.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:45 P. M.

Doylestown to Philadelphia at 7:30 A. M.

Bethlehem to Philadelphia at 7:30 P. M.

Eithlehem to Philadelphia at 7:30 P. M.

Bethlehem to Philadelphia at 430 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare.
Tickets soid and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 105 S. FIFTH Street.

No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA

RAILROAD, VIA MEDIA.

SUMMER ARRANGEMENT.

On and after MONDAY, June 24, 1957, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M., 230 P. M., 415 P. M., 450 P. M., 700 P. M., and
10:30 P. M.

Leave West Chester for Philadelphia, from Depot
on East Market street, at 6:15 A. M., 7:15 A. M., 7:30
and 10:45 A. M., 1:35 P. M., 4:50 and 6:50 P. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train
leaving West Chester at 7:15 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.,
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 minutee previous to
departure.

The Chesnut and Walnut Street cars connect with

Front and Market streets thirty manutes previous to departure.

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 Anboy 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 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 7'45 A. M. and 4'50 P. M., and leaving West Chester at 7'30 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.

4 199 General Superintendent.

DHILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE.

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

ELEGANT SLKEPING CARS on all Night Trains, On and after MONDAY, April 79, 1867, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

DHILADELPHIA AND BALTIMORE CEN

TRAL RAILROAD.—Summer Arrangements, On and atter SATURDAY, June 1, 1807, Trains will teave 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 450 P M.

Leave Rising Sun at 5:15 and Oxford at 606 A. M. and leave Oxford at 325 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1:15 A. M., Oxford at 12:06 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. conacts at Oxford with a daily line of Stages for Peach Rottom to connect at Oxford with the Alternoon Train for Philadelphia.

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

Passengers allowed to take wearing apparel only, a baggars, and the Company will not in any case be

Rising Sun, Md.

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

5 112

HENRY WOOD, General Sup't. ANNAMESSIC SHORT LINE

AND United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Phila-delphia, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldaboro Newbern, Charleston, Savannab, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile Columbia, Macou, Augusta, Montgomery, Mobile New Orleans, and intermediate points, For tickets and hiormation inquire at Offices. Nos 41 and 828 CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenue. [713m H. V. TOMPKINS, General Agent. Norfolk, Va. C. I. TROWBRIDGE, General Passenger Agent.

WEST JERSEY RAILROAD SUNDAY MAIL TRAIN FOR CLAPE MAY.
Commencing SUNDAY, June 23, 1587, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, footof Market street (upper farry), at 7 A. M.
Returning leave Cape Island at 5 P. M., stopping at
principal Stations only.
Fare, 8790. Excursion Tickets, \$4.90. Good this day
and train only. WILLIAM J. SEWELL,

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1877,
The trains of the Pennsylvania Central Railroad leave the Depot, 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 nut and Walnut Streets Railway run within one square of it.

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

Sleeping Car Tickets can be had on application at the Ticket cluce N. W. cor. Ninth and Cheenut streets. Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 501 Cheenut street, or No. 1 South Eleventh street, will receive attention.

receive attention.
TRAINS LEAVE DEPOT, VIZ.:-Mall Train. Mail Train.

Paoli Accommodation, No. 1.

Fast Line and Eric Express.

Paeli Accommodation, No. 2.

Harrisburg Accommodation.

Lancaster Accommodation. estern Accommod Paoli Accommodation, No. 1.. Parkesburg Train...... Parkesburg Train.
Laucaster Train.
Fast Line and Eric Express.
Paoil Accommodation, No. 2.
Day Express.
Paoil Accommodation, No. 3.
Harrishurg Accommodation, No. 3.

Facil Accommodation.

Harrisburg Accommodation apply to
For further information apply to
JOHN C. ALLEN, Ticket Agent,
No. 901 CHESNUT Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depo The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Pollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

General Superintendent, Altoona, Pa.

Florence, At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edge-water, Riverside, Riverton, and Palmyra, At 5 and 10 A. M., I. 4, 5, and 11:30 P. M., for Flah The 1 and 11:30 P. M. Lines leave from Market

Street Ferry, upper side, LINES FROM KENSINGTON DEPOT LINES FROM KENSINGTON DEPOT Will leave as follows:—At II A. M., 430 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines, Fare, 83. At 8, 10-15 and 11 A. M., 2-30, 3-39, 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 Tullytown.

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

At 8 and 10 15 A. M., 230, 430, 0. and 12 P. M., 10 r Schencks. At 10 15 A. M., 230 and 5 P. M., for Eddington. At 7 30 and 10 15 A. M., 230, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. BELVIDERE DELAWARE RAILROAD LINES, From Kensington Depot. From Kensington Depot,
From Kensington Depot,
At \$ A. M. for Niagara Falis, Buffalo, Dunkirk,
Canandaigua, Elmira, Ithaca, Owego, Rochester,
Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, c. etc. At 8 A. M. and 8:30 P. M. for Belvidere, Easton,

Lambertville, Flemington, etc.
The 3-3: P. M., Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethleem, etc. At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connect-Ing Railway, will leave as follows:—
At 1°0 A. M., and 1°30 and 6°30 P. M. Washington and
New York Express Lines, via Jersey City, Fare, \$2 25.
The 1°36 A. M. and 6°30 P. M. Lines will run daily.
All others, Sundays excepted.
July 15, 1807. WM. H. GATZMER, Agent.

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

Commencing MONDAY, August 26, 1887.

9-00 A. M. Morning Mail.

3-00 P.M. Cape May, Passenger.

RETURNING TRAINS LEAVE CAPE ISLAND.

9.00 A. M. Morning Mail.

5-00 P. M. Cape May Express.

The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7-700 A. M., returning leaves Cape Island at 5-70 P. M.

Commutation tickets, good for ONE. THREE, or

leaves Philadelphia at 700 A. M., returning leaves Cape Island at 500 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. 228 Chesnut street (under the Continental Hotel). Persons 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 MONDAY, August 26, 1867.

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

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

8:20 P. M. Bridgeton and Salem Passenger,

4:00 P. M. Cape May Passenger.

6:40 P. M. Cape May Passenger.

6:40 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 9:20 A. M.
West Jersey Freight Train leaves Camden at 11:50 A. M.

Freight will be received at Second Covered Wharf below Wainut street, from 700 A. M. until 500 P. A. Freight received before 900 A. M. will go forward the

same day.
Freight Delivery, No. 228 S. DELAWARE Avenue
7 2 17 WILLIAM J. SEWELL, Superintendent. PHILADELPHIA, GERMANTOWN, ANI

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILROAD.

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 965, 10, 11, 12 A. M. 1, 12, 3, 44, 5, 5%, 610, 7, 5, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 5, 65, 7, 8, 9, 10, 11 P. M.
The 820 Down Train and 34 and 54 Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9\(\frac{1}{2}\) A. M. 2, 7, 10\(\frac{1}{2}\) P. M.
CHESNUT HILL RAILROAD.
Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140
340, 540, 640, 840, and 1040 P. M.
Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140
340, 540, 640, 840, and 1040 P. M.
Leave Philadelphia 9\(\frac{1}{2}\) A. M. 2 and 7 P. M.
Leave Philadelphia 9\(\frac{1}{2}\) A. M. 2 and 7 P. M.
Leave Philadelphia 9\(\frac{1}{2}\) A. M. 1240, 540, and 92a
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 7\(\frac{1}{2}\), 9, and 1106 A. M. 156, 8, 456, 805, and 11\(\frac{1}{2}\) P. M.
Leave Norristown 580, 7, 750, 9, and 11 A. M. 156, 8, 456, 654, 805, and 152 P. M.
Leave Philadelphia 9 A. M. 230 and 9 P. M.
Leave Philadelphia 9 A. M. 230 and 9 P. M.
Leave Norristown 7 A. M. 830 and 9 P. M.
Leave Norristown 7 A. M. 830 and 9 P. M.
Leave Manyank 810, 75, 820, 95, and 11\(\frac{1}{2}\) A. M. 230, 50, 50, 60, 80, 80, 95, 60, 60, 80, 95, 60, 60, 80, 95, 60, 60, 80, 95, 60, 60, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95, 60, 60, 80, 80, 95

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

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

RAILROAD LINES.

READING RAILROA
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKHIL SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, KORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1857.
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets Philadelphia, at the following hours:—

and CALLOWHILL Stress Fillings, and inverse Morning Accommodation, Morning Accommodation, At 730A, M., for Reading and intermediate Stationa. Returning, leaves Reading at 6:20 P. M., arriving in Philadelphia at 8:10 P. M.

At 8:15 A, M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Allentown, Wilkesbarre, Pittaton, York, Carliale, Chambersburg, Hagerstown, etc. etc. ambersburg, Hagerstown, etc. etc. his train connects at READING with East Penn grivania Haliroad trains for Alientown, etc., and the Lebanop Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cumberland Valley and Schuylkill and Sunquehanna iFains for Northumberland, Williamsport, York, Chambersburg, Pine grove, etc.

AFTERNOON EXPRESS

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

AFTERNOON EXPRESS

Leaves Philadelphia at \$20 P. M., for Reading Potraville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION

Leaves Potistown at \$20 A. M., stopping at Intermediate Stations; arrives in Philadelphia at \$40 A. M., Returning, leaves Philadelphia at \$40 P. M.; arrives in Potistown at \$45 P. M.

READING ACCOMMODATION

Leaves Reading at 720 A. M., stopping at all way stations, arriving at Philadelphia at 510 F. M.; Arrives a Reading at 745 P. M.

Trains for Philadelphia leave Harrisburg at \$10 A. M., and Potisville at \$45 A. M., arriving in Philadelphia at 120 P. M.; Potisville at 245 P. M., arriving in Philadelphia at 625 P. M., arriving in Philadelphia at 645 P. M., arriving in Philadelp

HARRISBURG ACCOMMODATION
Leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Atternoon Accommodation south at 630 P. M., arriving in Philadelphia at 210 P. M.
Market train, with passenger car attached, leaves Phinadelphia at 1245 noon for Pottaville and all way stations. Leaves Pottaville at 708 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 800 A. M., and Philadelphia at 31r P. M. Leave Philadelphia for Reading at 500 A. M., returning from Reading at 428 P. M.

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 1:00 A. M. and 1:50 and 10:00 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 9 P. M., passing Reading at 4:4 and 6:30 P. M. Sleepingcars accompany these trains through between Jersey Cliy 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. CHESTER VALLEY RAILROAD.

P. M., Mail train for Harrisburg leaves New Yorl at 12 M.

SCHUYLKILL VALLEY RAILROAD,

Trains leave Potsville at 7 and 11 20 A. M., and 7 a.

P. M., returning from Tamaqua at 7 35 A. M. and 1 a.

St. HUYLKILL AND SUSQUEHANNA RAILROAD.

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

TICKETS.

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

Excursion tickets from Philadelphia to Reading of the stand of the standard of the sta

all the principal points in the North and West and Canada.

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

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

COMMUTATION TICKETS

At 25 per cent. discount, between any points desired

At 25 per cent, discount, between any joint iamilies and firms.
MILEAGE TICKETS,
MILEAGE TICKETS, MILEAGE TICKETS,
Good for 2000 miles between all points, \$52.50 each
for ramilies and firms.
SEASON TICKETS,
For three, six, nine, or twelve months, for holders
only, to all points, at reduced rates.
CLERGY MIEN
CLERGY MIEN
The line of the road will be furnished

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

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

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

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 215 P. M.

on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M.

PHILADELPHIA, WILMINGTON AND BALSTIMORE RAILROAD,
TIME TABLE:

Commencing MONDAY, July 8, 1887, Trains will leave Depot, corner BROAD Street and WASR INGTON Avenue, as follows:—
Way Mail Train at 830 A. M. (Sundays excepted for Battimore, stopping at all regular stations. Cornecting with Delaware Railroad at Wilmington for Criscield and intermediate stations.

Express Train at 1150 A. M. (Sundays excepted) for Baitimore and Washington.

Express Train at 325 P. M. (Sandays excepted) for Baitimore and Washington, Scaping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northess., Charlestown, Perryville, Havrede-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11'06 P. M. (daily) for Baitimore and Washington, Connects at Wilmington (Saturdays excepted) with Delaware Rairoad Line, stopping at Newcastie, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Apne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Perssengers for Fortress Bonroe and Norfolk via Baltimore will take the 11'30 A. M. Train, Via Crisfield will take the 11'30 A. M. Train. Via Crisfield will take the 11'30 A. M. Train. Via Crisfield will take the 11'30 A. M. Train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12'32, 2'02, 4'32, 5'02, and 11'32 (cally) P. M. The 4'30 P. M. Train connects with belaware Railroad for Milford and intermediate stations. The 6'02 P. M. Train runs, to New Castle.

Leave Wilmington 6'30, 7'15 and 8 A. M., 4'02 and 6'14 (daily) P. M. The 7'15 A. M. Train will not stop at stations between Chester and Philadelphia.

FROM RALTIMORE TO PHILADELPHIA.

Leave Baltimore 7'25 A. M., Way Mall, 9'35 A. M., Express. 2'15 P. M., Express. 6'35 P. M., Express.

8'35 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8'35 P. M., stopping at Havrede Grace, Perryville, and Wilmington. Also stops at Northeast, Eikton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also state-rooms and be shad in steeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage, checked at their residence by the Union Transtst Company.

482

TO PERSONS GOING OUT OF TOWN.

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

STATIONERY PORTFOLIOS, TOURISTS' WRITING DESKS. DRESSING CASES, CHESSMEN,

CHECKER BOARDS, ETC. All kinds of Blank Books, Printing, Stationery Pocket Books, Pocket Cutlery, etc sto,, 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, FHILADELPHIA.

EDWIN H. FITLER, MICHAEL WEAVER.

CONEAD F CLOTHIER. 214

SHIPPING

BY STEAMSHIP AND SALLING PACKET,
BY STEAMSHIP AND SALLING PACKET,
AT REDUCED RATES,
DRAFTS AVAILABLETHROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES.
FOR PARTICULAR APPLY TO THE SECONDARY
IT OF TO THOS. T. SEARLE, No. 27 WALNUT

THROUGH AIR LINE TO THE SOUTH
AND NORFOLK STEAMSHIP LINE,
THROUGH AIR LINE TO THE SOUTH
AND WEST.

THROUGH RECEIPTS TO NEWBERN,
Also, all points in North and South Carolina, via
seaboard and Roanoke Railroad, and to Lynchburg,
Va., Tennessee, and the West, via Norfolk, Petersburg, South-Side Railroad, and Richmond and Danville Kailroad.

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 regu-

Steamships insure at lowest rates, and leave regu-arly from first wharf above Market street. Freight received daily.

WM. P. CLYDE & OO.

No. 14 North and South Wharves.

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

THE PHILADELPHIA AND
PANY'S REGULAR SEMI-MONTHLY LINE,
FOR NEW ORLEANS, LA.
JUNIATA, 1215 tons, Captain J. F. Hoxie,
TIOGA, 1075 tons, Captain J. F. Morse.
STAR OF THE UNION, (1078 tons,) Captain T. H.
The TIOGA will leave for New Orleans on SATURDAY, September 7, from Pier is (second whart below spruce street).
The STAR OF THE UNION will leave New Orleans for this por September 7.

The STAK OF THE UNION will leave New Orieans for this port September 7.

Through bills or taking agreed for freight to Mobil e. Galveston, Natchez, Vicksburg, Memphis, Nasayu. e. Cairo, St. Louis, Louisyille, and Chichnati.

WILLIAW L. JAMES, General Agent, CHAS. E. DILKES, Freight Agent, CHAS. E. DILKES, Freight Agent, Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOR SAVANNAR, GA:
TONAWANDA, 550 tons, Captain Wm. Jennings.
WYOMING, 550 tons, Captain Jacob Teal.
The steamship TONAWANDA, will leave for the above port on Saturday, August 31, at 8 o'clock A. M., from Pier 18 South Wharves.
Through passage tickets sold and freight taken for all points in connection with the Georgia Central Railroad.
WILLIAM L. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
No. 318 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell.

[61]

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

The steamship PIONEEE, Siz tons, Captain J. Bennett, will leave for the above port on TUESDAY,
Sept. 5th, at so'clock A. M., from Pier 18 (second wham
below spruce street),
Bills of lading signed at through and reduced rates
to all principal points in North Carolina.
Agents at Wilmington, Worth & Daniel.

WILLIAM L. JAMES, General Agent,
412 No. 314 S. Delaware avenue.

HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL

Passage to Havana, \$50 currency. No freight received after Saturds For Freight or Passage apply to
THOMAS WATTSON & SONS,
518 No. 140 N. DELAWARE AVERE

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, white 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.

Freight received daily.

WM. P. CLYDE & CO.,

No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetows.

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

POLY.—DAILY LINE FOR BALTIMARKE CAMAL.

POLY.—DAILY LINE FOR BALTIMARKE CAMAL.

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

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

Carying all description of Freight as low as any
other line.

Freight handled with great 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 Merchandise, Horses, Carriages, etc., etc.

etc. etc.
For further information, apply to
JOHN D. RUOFF, Agent,
516?
No. 18 N. DELAWARE Avenue. FOR NEW YORK, VIA DELA. ware and Harltan Canal,
Express Steamboat Company Steam Propetiers leave baily from inst whari below Markes
street, Through in twenty-four hours, Goods for
warded to all points, North, East and West, freeoi

Freights received at the lowest rates.

Whi, P. CLYDE & CO., Agents,
No. 14 South Wharves. JAMES HAND, Agent, No. 104 Wall street, New York,

FOR NEW YORK,—SWIFTSURE
Transportation Company Despatch
and Swiftsure Lines, via Delawars
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 teros, apply to ting terms, apply to WILLIAM M. BAIRD & OS., 11 No. 122 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS. TO SHIP CAPTAINS AND OWNERS.

The undersigned naving lessed the KEN.

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

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

Having the agency for the sale of "Westerntedt'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.

912 ARCH STREET. - GAS FIXTURES, ETC. - VANKIRK & CO. would respectfully direct the attention of their friends and the public gene-

the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELLIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere.

N. B.—Solied or tarnished fixtures rednished will special care and at reasonable prices.

22 6m

WANKIRK & CO T. STEWART BROWN.

FOURTH & CHESTNUTSTS MANUFACTURER OF TRUNKS, VALISES, BAGS, RETICULES, SHAW! STRAPS, HAT CASES, POCKET BOOKS, FLASE! and Traveling Goods generally.

UNITED STATES REVENUE STAMPS.—
Principal Depot, No. 304 Offics NUT Street.
Central Depot, No. 103 South FIFTH Street, one doe
below Chesnut. Established 1862.
Esvenue Stamps of every description constantly or

hand in any amount.
Orders by Mail or Express promptly attended to.