TORI, A MERCHITTER WACKOM ATTRIBUTATION ATTRIBUTATION OF THE PROPERTY WILLIAM HIST.

Buckle on the Ignorance of the Clergy. A by the sculptor, M. Liberto, and modified by A posthumous paper by Mr. Buckie, in Fraser's Magazine, contains the following: -

"Early in the reign of Elizabeth, the chaplain to the Archbishop of Canterbury had occasion to examine the cursts of Cripplegate, and by way of testing his knowledge asked him the meaning of the word function. To this difficult question the reverend gentleman, not having paid much attention to the niceties of language, was unable to make a satisfactory reply. Several years later, the clergyman of Faruham, All Saints, was examined by the Bishop of Norwich. The conversation which ensued is deserving at-tention; and it is pre-erved by Strype, whose devotion to the Church of England no one will think of questioning. 'The Bishop asked him the contents of the thi d chapter of Matthew: he answered nothing; and the contents of the eleventh chapter; neither could be answer to that. He asked him how many chapters the Epistle to Romans contains, and what the subject of that Epistle was. To betther of these could be answer. And when he adventured to answer, he showed his ignorance as much as by his silence.' But I might fill a volume with similar instances, and I can only afford room

for one or two more examples.
"In 1574 a certain William Ireland was presented to the rectory of Harthill, The Archbishop of York directed his chaptain to examine him. The chaplain first desired him to translate an easy Latin sentence. This he was unable to do; but as such knowledge was not very com-mon in the clerical profession, the absence of it did not amount to a disqualification, and the examiner proceeded in his inquiry. He asked the reverend gentleman 'who brought up the people of Israel out of Egypt?" He answered King Saul. And being asked who was first curcumcised, he could not answer. It was not to be expected that men such as these should display any remarkable ability when they had occasion to mount the pulpit. Indeed, their apostolic deficiencies were so glaring that it was found necessary to draw up sermons which they might read to the people. But some of the more adventurous of the sacred order, disdaining to shine by such borrowed light, ventured to address their parishloners in their own language and with their own ideas. One of them, with the view, as I suppose, of moderating the presumption of his flock, preached in favor of mediccrity, and his sermon was considered such a masterpiece of theology that it was repeated in two or three different parishes. 'God,' says this great divine, 'delighted in mediocrity by these reasons—viz., man was put in midio paradisi; a rib was taken out of the midst of men. The Israelites went through the midst of Jordan and the midst of the Red Sea. Sampson put fire-brands in the middist between the loxes' tails. David's men bad their garments cut off by the middus. Christ was hanged in the middist between two

"Father Ignatius" on a Rampage. Father Ignatius (Mr. Lype), like the Marquis I Westmeath, is of opinion that the reporters are a bad set. In a sermon delivered in London on a Sunday in the early part of August, he called upon them, if any were present, to note carefully every word he was about to utter, but he doubted if they would; it would not suit the Devil to let them do that. Perhaps there were some Christian editors in the church-editors of some dissenting papers, it did not matter; perhaps all the better. Let them publish to the world what he was about to say. He then, in very plain language, attacked the morality of public schools. Did parents, he asked, know what they were paying £80, £100, ay, even £200 a year for? Why, of course, it was for the education of their sons. Education! It was nothing of the sort. Our public schools, without exception, were hot-beds of the worst kind of infamy and vice. They were the abodes of horrible sins and filth and boys were being brought straight up for hell fire; young ladies' schools, too, were just as bad. It would never do in this enlightened nineteenth century to attempt to teach religion in our schools. The man who did so would be laughed at, and put down as a fool. Schoolmasters advertised the number of pupils who had gained fellowships and passed examinations for public offices, but

they never advertised boys taught to love Jesus. Indeed, he added, there was no such thing as school boy religion. Wuy, even in the schools adjoining the church, where a charge of only a penty a week was made, the parents made no end of a noise because they took the children to church on festivals. Now, a festival did not occur above once a month, but the parents would have it they paid their penny for their children to be taught that two shillings and two shillings make four shillings, but they would not have any more religion, there was too much of it already; and this spirit pervaded all classes. Mr. Lyne then referred to the mo-rality of what was termed the fashionable world. He could not express what he felt whenever he was told Miss So-and-so was to be "brought out" the next season. Brought out for what? To be prepared for hell. Now did ladies go to these balls dressed? No, stripped half naked. And what did Jesus see in these ball-rooms? Fifth! filth! filth! Oh! the tales mothers and grandmothers had told him of young ladies "coming out." The reporter who sends us these notes does not pretend that he obeyed the preacher's orders and took down all he said. If he had done so, there would have been no hope

# of their appearing in print.

A Chinese Magistrate. In Tientsin, China, some twenty years ago was a Hsien magistrate named Wang, who aimed to be just in his decisions, kind and condescending to the people, and who consequently was popular, loved, and bonored. One day a blind man and a peddler of cloth happened to be near each other in a private retreat. The peddler laid down his package, which the blind man ran against. Supposing himself to be unobserved, he abstracted two pieces of cloth, and attempted to proceed on his way, He denied the theft, and maintained that the cloth was his. The owner had him arrested and brought before Mr. Wang for con-demnation and punishment. The magisdemnation and punishment. The magistrate, instead of proceeding in the usual way, examined the cloth, and, seeming to be struck with its quality and color, exclaimed, "What fresh colors! what fine cloth!" The blind man, thrown off his guard, replied. "Yes; this red piece and this green piece are excellent. purchased them at a certain place." mentioning the name of a certain cloth shop in another part of the city. The magistrate at once re-turned the cloth to the complainant, and had the blind man bambooed. For, instead of being green and red, both pieces were white. A man barged with stealing fowl was brought before Mr. Wang, who required the biped in question to be present. He demanded of the plaintiff what food he was accustomed to give the fowl. The reply was "kauliang." His honor then made the same inquiry to the defendant, who replied that he had given it nothing but millet (called usually "small rice") for a long while. (called usually "small rice") for a long while. Mr. Wang ordered a knife to be brought, and had the lowl killed in his presence, and the contents of the crop examined. It was found to contain nothing but kauliang, and the verdict was accordingly rendered for the complainant.

The History of a Tepaz.

Among the wonders visible at the Paris Ex-ibition is an enormous Brazilian topaz, weighing 4 pounds 9 ounces and 206 grains, froy. The history attached to it is curious. It was bought in a rough state by the Neapolitan Government under Ferdinand I, who conceived the idea of getting the figure of Christ cut apon it. The work was entrusted to three eminent Neapolitan artists, MM. Rega, Guaccherini, and Cate nacci. They labored at it for twelve years, at the end of which time the cost of cutting had risen to about £2000, and there was no foresteing when it would be snished, the difficulty of execution having led to a difference of opinion among the artists entrusted with the work. The topaz was then handed over to M. Andre Carriello, a sculptor and director of the mint at Naples, and a commission was appointed to examine the work done. The report of this commission stated that the whole original plan must be completely changed, whereby the stone would have to be reduced in thickness one-lifth of an inch. The plan was adopted. M. Carriello began the work plan was adopted. M. Carriello began the work over again according to a new design proposed

M. Carriello hamself. Eight years were spent in this new enterprise, for the work of cutting such hard substances can only be effected by very thin wheels and diamond dust. This tim however, the work is finished, and is remark able both for the beauty of the execution and the excellence of the design.

ECONOMY .- A slight knowledge of human nature will show that when a man gets on a little in the world, he is desirous of getting on a little further. Such is the growth of provident habits, it has been said, that if a journeyman lays by the first dollar he is on the high road to fortune. It has been remarked by one who has paid great attention to the state of the laboring poor, that he never knew an instance of a man who had saved money having afterwards to depend on public bounty. We may add that those individuals who save money are, in the long run, the most reliable workmen. If they do not perform their work better, they behave better and are more respectable. "I would sooner," says a man of experience on this subject, "have in my trade a hundred men who save money, than two hundred who would spend every shilling they earn. In proportion as individuals save a little money, their morals are much better, they husband that little, and there is a superior tone given to their morals; and they behave better for knowing that they have a little stake in society." It is scarcely necessary to remark that habits of thoughtfulness and frugality are at all times of immense importance.

#### LUMBER.

1867.—SELECT WHITE PINE BOARDS
AND PLANK.
4-4, 5-4, 8-4, 2, 2½, 8, and 4 inch
CHOICE PANEL AND 1st COMMON, 16 rections.
4-4, 5-4, 6-4, 2, 2½, 8, and 4 inch
WHITE PINE, PANEL PATTERN PLANK.
LARGE AND SUPERIOR STOCK ON HAND.

1867. BUILDING! BUILDING!
LUMBER! LUMBER! LUMBER!
44 CAROLINA FLOORING.
54 CAROLINA FLOORING.
54 DELAWARE FLOORING.
54 DELAWARE FLOORING.
WHITE PINE FLOORING.
WHITE PINE FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
STEP BOARDS.
RAIL PLANK.
PLASTERING LATH.

1867. CEDAR AND CYPRESS SHINGLES. LONG CEDAR SHINGLES. SHORT CEDAR SHINGLES. COOPER SHINGLES. FINE ASSORTMENT FOR SALE LOW. NO. 1 CEDAR LOGS AND POSTS,

1867. LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE

1867.—ALBANY LUMBER OF ALL KINDS, SEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK PLANK AND BOARDS, MAHOGANY, ROSEWOOD, AND WALNUT VENEERS,

1867. CIGAR-BOX MANUFACTURERS. SPANISH CEDAR BOX BOARDS.

1867. SPRUCE JOIST! SPRUCE JOIST!

FROM 14 TO 32 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
81 rp!
No. 2500 SOUTH STREET,

#### U. S. BUILDERS' MILL, NOS. 24, 26, AND 28 S. FIFTEENTH ST., ESLER & BRO., Proprietors.

Always on hand, made of the Best Seasoned Lumber WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS.

Neweis, Balusters, Bracket and Wood Mouldings. WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS. Walnut and Ash Hand Railing, 3, 3%, and 4 inches. BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 612

## J. C. PERKINS,

LUMBER MERCHANT, Successor to R.; Clark, Jr., NO. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortment of Building Lumber, 524;

## ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIRE & LEVY!
PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS. BOILER MAKERS BLACK-SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Bouers, Water Tanks, Propellers, etc. etc. respectfully offer their tervices to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch, Every description of pattern-making made at the shortest notice. High and Low-pressure Fine, Tubniar, and Cylinder Boilers, of the best Pennsylvania charcosi Iron. Forgings of all sizes and kinds: Iron and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for

The subscribers have ample wharf-dock room for rs of boats, where they can lie in periect salet are provided with shears, blocks, falls, etc. etc.

raising heavy or light weights.

JACOB C. NRAPIE,
JOHN P. LEVY
SEACH and PALMUSK Street.

2. VAUGHAN MERRICE. WILLIAM H. MERRICE TOHN E. COPE. OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets. PHILADELPHIA MERRICK & SONS. ENGINEERS AND MACKINESTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Boilers, Gasometers, Tanks, Iron Bosis, etc. Castings of all kinds, either tron or truss. Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc. kilroad Stations, etc. Retorts and Gas Machinery, of the latest and most inproved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grist Miles. Vacuum Page, Open Sugar Trains, Defecators, Fitters, Pumping Estam Sole Agents for N. Silieux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Hugar Draining Machine.

BRIDESBURG MACHINE WORKS No. 65 N. FRONT STREET,

We are prepared to fill orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLLEN
Including all recent improvements in Carding, Spin
ning, and Weaving.
We invite the attention of manufacturers to our extensive works. ALFRED JENES & SON,

### COVERNMENT PROPERTY AT PRIVATE SALE BY PITKIN & CO.

TEN THOUSAND NEW TEN-POUND ARMY GREY BLANKETS, Gum Biankets, Overcoats, Frock Coats, Cavalry Jackets, Blouses, Suirts and Drawers. Also, sarge stock Government Harness and Saddles; Tents, all sizes; Wagon Covers, Awnings Bags, etc., in quantity to suit purchasers. Great inlucements to the large trade, Nos, 337 and 339 North FRONT Street, Philadelphia No. 5 PARK PLACE,

DRIVY WELLS-OWNERS OF PROPERTY-The only place to get Privy Wells cleaned and districcted at very low prices. A. PEYSON, 5 101 GOLDSMITH'S HALL, LIBRARY Street

BAILROAD 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 Railway. Those of the Chesnut and Wainut Streets Railway run within one source of Wainut Streets and Walnut Streets Railway run within one square of it.

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

Steeping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninth and Chesont streets. Agents of the Union Transier Company will call for and deliver baggage at the Depot. Orders left at No. 50 Chesnut street, or No. 1 Scuth Eleventh street, will receive attention.

receive attention.
THAINS LEAVE DEPOT, VIZ.:-Mail Train. Mail Train
Paol Accommodation, No. 1
Past Line and Erie Express
Paol Accommodation, No. 2
Harrisburg Accommodation
Lancaster Accommodation 10°00 A, M, 12°10 P M, 1°00 P, M, 2°30 P, M, 5°30 P, M, 5°30 P, M, 5°40 P, M, 7°30 P, M, 7°30 P, M, 11°15 P, M, aoil Accommodation, No. 2..... Paoil Accommodation, No. 2011 P. M. Philadelphia Express.
Erie Mail leaves daily, except Saturday.
Philadelphia Express leaves daily. All other trains daily, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, accommodations, apply to FRANCIS FUNK, Agent,

No. 137 DOCK Street TRAINS ARRIVE AT DEPOT, VIZ.:-Paoli Accommodation No. 1 ..... Accommodation, No. 2.. 

For further information sppty to
JOHN C. ALLEN, Ticket Agent,
No. 201 CHESNUT Street.
SAMUEL H. WALLACE,
SAMUEL H. WALLACE, Ticket Ageut 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. General Superintendent, Altoona, Pa.

4.29

9 50 P. M.

At 5 and 10 A. M., 4, 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 11:30 P. M. Lines leave from Market Street Ferry, upper side, LINES FROM KENSINGTON DEPOT

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 5, 1015 and 11 A. M., 230, 330, 430, 5, and 12 P. M.,
for Trenten and Bristol,
At 8 and 1015 A. M., 230, 5, and 12 P. M., for Morrisville and Tullytown,
At 8 and 1015 A. M., 230, 430, 5, and 12 P. M., tor
Schencks. At 8 and 10 15 A. M., 2 30, 4 30, 5. and 12 P. M., for Schencks.
At 10 15 A. M., 2 30 and 5 P. M., for Eddington.
At 7 30 and 10 15 A. M., 2 30, 4, 5, 5, and 12 P. M., for Cornwell's, Torresdate, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot.
At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigus, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkeebarre, Scranton, Stroudsburg, Water Gap, etc. etc. etc. etc.
At 8 A. M. and 3:30 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc.
The 3:30 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connect-

At 1:30 A. M., and 1:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3.25.
The 1:30 A. M. and 6:30 P. M. Lines will run daily.
All others, Sundays excepted.
July 15, 1867.
WM. H. GATZMER, Agent. DOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

Commencing MONDAY, August 26, 1867.

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 7-06 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.

gage checked at their residences.

WEST JERSEY RAILROAD LINKS,
from foot of MARKET Street (Upper Ferry),
Commencing MONDAY, August 26, 1867.
800 A. M. Morning Mail, for Bridgeton, Salem,
Miliville, Vineland, and intermediate stations.
900 A. M. Cape May Morning Mail.
300 P. M. Bridgeton and Saletu Passenger,
400 P. M. Cape May Passenger.
600 P. M. Woodbury Accommodation.
Cape May Freight leaves Camden at 920 A. M.

Cape May Freight leaves Camden at 9 20 A. Vest Jersey Freight Train leaves Camden at 11'50 Freight will be received at Second Covered Wharf below Walnut street, from 7-90 A. M. until 5-90 P. M. Freight received before 9-90 A. M. will go forward the rne day. Freight Delivery, No. 228 S. DELAWARE Avenue 7 2 tf WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI TIME TABLE,

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 7), 9, and 11 16 A. M. 15, 2,
10, 55, 61, 805, and 115 P. M.
Leave Norristown 540, 7, 756, 9, and 11 A. M. 15, 2,
10, 64, and 35 P. M.
ON SUNDAYS,
Leave Philadelphia 5 A. M., 230 and 7 15 P. M.
Leave Norristown 7 A. M., 530 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 75, 9, and 11 5 A. M. 15, 3,
10, 55, 63, 806, 95, and 115 P. M.
Leave Manayunk 800, 75, 820, 95, and 115 A. M. 2
15, 56, 9, and 105 P. M.
Leave Philadelphia 9 A. M. 25 and 75 P. M.
Leave Philadelphia 9 A. M. 25 and 75 P. M.
Leave Manayunk 75 A. M. 6 and 95 P. M.
W. S. WILSON, General Superintendent,
2 Depot. NINTH and GREEN Streets.

DHILADELPHIA AND ERIE RAILROAD .-SUMMER TIME TABLE. Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELLEGANT SLEEPING CARS on all Night Trains, On and after MONDAY, April 29, 1887, the trains on the Philadelphia and Eric Hailroad will run as follows:—

WESTWARD. 8'45 P. M. ...10'00 A. M. ... 6'45 P. M. ... 6'10 P. M. Elmirs Mail leaves Lock Haven 7-16 A. M.

" leaves Williamsport 5-3 A. M.

" arrives at Philadelphia 5-3 A. M.

Mail and Express connect with all trains on Warren and Frankin Railway. Passengers leaving Philadelphia at 12-00 M. arrive at Irvineton at 6-40 A. M. and Oil City at 9-50 A. M.

Leaving Philadelphia at 7-30 P. M., arrive at Oil City at 4-55 P. M.

All trains on Warren and Frankin Railway make close connections at Oil City with trains for Franking and Petroleum Centre.

Bakkage checked through.

ALFRED 1. TYLER,

General Superinteadent. RAILROAD LINES.

RAILROAD LINES.

READING RAILROAD LINES.

BE ADING RAILROAD
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL. SUSQUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, MAY 6, 1867.

Leaving the Company's Depot, at THIRTEENTB
and CALLOWHILL Streets. Philadelphia, at the following hours:

MORNING ACCOMMODATION,
Returning, leaves Reading at 6 20 P. M., arriving its
Philadelphia at 910 P. M.

MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanon, Harrisburg
Pottsville, Pinegrove, Tamagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Fails, Buffalo,
Allentown, Wilkesbarre, Pittston, York, Caribie,
Chambersburg, Hagerstown, etc., ctc.

This train connects at READING with East Pennsilvania Risiroad trains for Allentown, etc., and the
Lebanon Valley train for Harrisburg, etc., at PORT
CLINTON with Catawissa Rallroad trains for Will
ilamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cumberland Valley
and Schuyikili and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pine
grove, etc.

AFTERNOON EXPRESS

and Schuyikili and Susquenanna trains for Northumberland, Williamsport, York, Chambersburg, Pine grove, etc.

AFTERNOON EXPRESS

Leaves Philadelpnia at 3:30 P. M., for Reading Pottaville, Harrisburg, etc., connecting with Reading and Columbia, take.

POTISTOWN ACCOMMODATION

Leaves Potistown at 3:30 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 3:40 A. M.

Returning, leaves Philadelphia at 5:30 P. M.; arrives in Potistown at 3:45 P. M.

Leaves Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 5:00 P. M.; arrives n Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 5:00 P. M.; arrives n Reading at 7:48 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Fottaville at 8:35 A. M., arriving in Philadelphia at 10:40 P. M. Afternoon trains leave Harrisburg at 2:10 P. M., Pottaville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Atternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 8:10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12:35 noon for Pottaville and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 8:00 A. M., and Philadelphia at 8:17 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 8:28 P. M.

CHESTER VALLEY RAILROAD,

Passengers for Downingtown and intermediate

Reading at \$00 A. M., returning from Reading at \$25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 750 A. M., and 500 P. M. trains from Philadelphia, returning from Downingtown at 640 A. M. and 100 P. M.

M. and 100 P. M.

NEW YORK EXPRESS FOR PIPTSBURG ANI

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 150 A. M and 150 and 1006 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittaburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittaburg, at 3 and 848 A. M. and 9 P. M., passing Reading at 44 and 1050 A. M., and 420 and 1145 P. M., and arriving in New York at 1040 A. M., and 440 and 520 P. M. Sieepingcars accompany these trains through between Jersey City and Pittaburg, without change.

A mail train for New York leaves Harrisburg at 24 P. M., Mail train for Harrisburg leaves New Yorl at 12 M.

SCHUYLKILL VALLEY RAILROAD. SCHUYLKILL VALLEY RAILROAD,

SCHUYLKILL VALLEY RAILROAD.

Trains is ave Pottsville at 7 and 11 30 A. M., and 7 12
P. M., returning from Tamaqua at 7 35 A. M. and 1 4
and 4 15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAL
Trains leave Auburn at 7 30 A. M. for Pinegrove and
Harrisburg, and 1 50 P. M. for Pinegrove and Trains from Harrisburg at 3 20 P. M., and from Training from Harrisburg at 3 20 P. M., and from Training from Harrisburg at 3 20 P. M., and from Training from Harrisburg at 3 20 P. M., and from Training from Harrisburg at 3 20 P. M., and from Training from the from the from the first class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Canada.

Excursion tickets from Philadelphia to Reading and intermediatestations, 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. 237 B. FOURTH Street, Philadelphia, or of G. A. NICOLLS. General Superintendent, Reading:—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired for ismilies 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.

CLEIGGYMEN

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

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to Canada. Excursion tickets from Philadelphia to Reading and

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

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

FREIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Fottsville, Port Clinton, and all points forward.

MALLS

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.

484

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and atter MONDAY, June 24, 1957. Trains will leave Depoi, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:

Leave Philadelphia tor West Chester, at ... A. M., 11 A. M., 230 P. M., 418 P. M., 450 P. M., 700 P. M. and 1036 P. M.
Leave West Chester for Philadelphia, from Depo on East Market street, at 615 A. M., 745 A. M., 736 and 1046 A. M., 155 P. M., 450 and 650 P. M.

Trains leaving West Chester at 730 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 776 A. M., and going went will take train leaving the train leaving Philadelphia at 450 P. M., shopping at all stations.

The Market Street cars will be in waiting, as usual,

Leave Media for Frinadesphia at 5 to F. M.
Stopping at all stations.

The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to

der arture. The Chesnut and Walnut Street cars connect with

che arture.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down the above trains, carrying passengers down the above trains, carrying passengers down the control of the care to the depot.

ON SUNDAYS.

Leave Philadelphia at 8:00 A. M. and 2 P. M.

Leave Philadelphia at 7:55 A. M. and 2 P. M.

Leave West Chester at 7:55 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 7:15 A. M. and 4:50 P. M., and leaving West Chester at 7:50 A. M. and 4:50 P. M., and leaving West Chester at 7:50 A. M. and 4:50 P. M., connect at E. C. Junction with trains on P. and B. C. R. E., for Oxford and intermediate points.

Fassengers are allowed to take wearing apparel only, as beggage, 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. General Superintendent.

TRAL RAILROAD.—Summer Arrangements, On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT streets (West Philadelphia), at 710 Å. M. and 450 P. M.

Leave Rising Sun at 5 16 and Oxford at 606 Å. 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 1715 Å. M., Oxford at 1250 M., and Kennett at 140 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 220 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 715 Å. M. connects at Oxford with a daily line of Stages for Peach Bottom. In Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 450 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only. Passengers allowed to take wearing apparel only. HENRY WOOD, General Sup's. DHILADELPHIA AND BALTIMORE CEN

ANNAMESSIC SHORT LINE United States Mail Route to the South

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

For tickets and information inquire at Offices, Nosfit and 828 CHESNUT Street, or at Depot, NROAD

Street and WASHINGTON Avenue. (713m

H. V. TOMPEINS, General Agent, Norfolk, Va.
C. I. TROWERIDGE, General Passenger Agent, RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD;-

NORTH PENNSYLVANIA RAILROAD;—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehen; Allentown, Manch Chunk, Harelton, White Haven, Wilkesbarre, Mahanoy City, Mount Cannel, and all points in the Lehigu, Mahanoy City, Mount Cannel, and all points in the Lehigu, Mahanoy, and Wyoming coal regions.

Fassenger Depot in Philadelphia, N. W. corner of Bicres and American Streets.

SUMMER ARRANGEMENT.

On and after WEINESDAY, May 8, 1867, Passenger trains leave the New Depot corner Berks and American streets, daily (sundays excepted), as follows:—At 748 A. M.—Moraing Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasandria, Shatington, Mauch Chunk, Weatherly, Jeanswille, Hazeiton, White Haven, Wilkesbarre, Kingston, Pitason, and all points in Lebigh and Wyoming valleys also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawassa Railroad, for Mahanoy City, and with Catawassa Railroad, for Rupert, Danville, Militon, 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 behigh Valley trails, passing Bethlehem at 1155 P. M., for Easton, and points on New Jersey Central Railroad to New York,

At 845 A. M.—Accommodation for Doylestown, stop-

York,
At 845 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harlaville, by this train, take the stage at Old York road.

At 10-15 A. M.—Accommodation for Fort Washington, stopping as intermediate stations,
At 1-26 P. M.—Express for Bethlehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Monnt Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Qualcertown.

Passengers for Greenville take this train to Quaker-town.
At 245 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope, at North Wales for sumneytown.

At 4 P. M.—Accommodation to Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harbville, take stage at Abingt as to Lumberville at Doylestown.

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

At 526 P. M.—Accommodation for Dausdale, stopping at all intermediate stations.

At 1128 P. M.—Accommodation for Fort Washington.

TRAINS ARREIVE IN PHILADELPHIA.

ping at all intermediate stations.
At 11:39 P. M.—Accommodation for Fort Washington.
TRAINS ARISIVE 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 Easten, Wilkesbarres, Mahanoy
City, and Hasleton. Passengers leaving Easton at
11:20 A. M. arrive in Philadelphia at 2:05 P. M.
Passengers leave Wilkesbarre at 1:30 P. M., connect
at Bethlehem at 6:15 P. M., and arrive in Philadelphia
at 3:40 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.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Bethlehem at 2:45 P. M.
Doylestown to Philadelphia at 7:20 A. M.
Bethlehem to Philadelphia at 7:20 A. M.
Bethlehem to Philadelphia at 7:20 A. M.
Bethlehem to Status 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 ccure the lowest rates of fare.
Tickets solic and Baggage checked through to principal points at hann's North Pennsylvania Baggage
Express Office,
11:

No. 105 S. FIFTH Street.

THILADELPHIA, WILMINGTON AND BALTIMORE RALLROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1867, Trains will leave Depot, corner BROAD Street and WASR INGTON Avenue, as follows:
Way Mail Train at 830 A. M. (Sundays excepted for Baltimore, stopping at all regular stations. Cosnecting with Delaware Railroad at Wilmington for Cristicid and intermediate stations.
Express Train at 1130 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 310 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elston, Northeast, Charlestown, Perryville, Havrede-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 1100 P. M. (daily) for Baltimore and Washington, Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastie, Middletown, Clayton, Dover, Barrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portssouth, and the South.

Passengers for Fortress Monroe, Norfolk, Pertssouth, and the South.

Passengers for Fortress Monroe, Norfolk, Portssouth, and the South.

Passengers for Fortress Monroe, Norfolk, Portssouth, and the South.

Wilmington.

Leave Philadelphia at 1230, 200, 420, 600, and 1128.

Leave Philadelphia at 1230, 200, 420, 600, and 1128.

Stopping at all Stations between Philadelphia and Wilmington.

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

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

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way Mail. 8:35 A. M.

Express, 2:15 P. M., Express, 6:28 P. M., Express

Leave Baillinore 725 A. M., Way Mill. 530 A. M., Express, 215 P. M., Express, 825 P. M., Stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Elitton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also state-rooms and be the in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage; checked at their residence by the Union Transfer Company. 2.15 P. M., Express, 6.35 P. M., Express

sidence by the Union Transfer Company, 4 52 H. F. KENNEY, Superintendent, SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILBOAD.
On and after MONDAY, September 2, 1867, trains will
leave VINE Street Ferry, as follows:—

reight, with Passenger Car attached...........915 Atlantic Accommodation 415 P. M. 

SUNDAY MAIL TRAIN TO ATLANTIC CITY
Leaves Vine street at 7:30 A. M., and Atlantic at
4:30 P. M.
Fare to Atlantic \$2. Round Trip Tickets, good
only for the day and train on which they are issued, \$5.
Tickets for sale at the Office of the Philadelphia
Local Express Company, No. 625 CHESNUT Street
and at No. 528 CHESNUT Street, Continental Hotel.
The Philadelphia Local Express Company, No. 625
CHESNUT Street, will call for baggage in any part
of the city and suburbs, and check to totel or cottage
at Atlantic City
D, H. MUNDY,
6 241

TO PERSONS GOING OUT OF TOWN

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

PORTFOLIOS. TOU 1515 WRITING DESKS. DRE SING CANES, CHESSMEN CHECKER BOARDS ETC.

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

FRENCH STEAM

SCOURING.

ALBEDYLL. MARX & CO.

NO. 182 SUUTH ELEVENTH STREET AND

NO. 510 RACE STREET. Blomwi FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords Twines Etc.

NO. 25 NORTH WATER Street, and No. 22 North DELAWARE Avenue, FRILADELFHIA.

EDWIN E. FITLES, MICHAEL WEAVER, CONEAD F CLOTPIEE. F14

COTTON AND FLAX.

BAIL DUCK AND CANVAR.

Of all numbers and brands.

Tent Awning. Trunk, and Wagon Cover Duck, Also, Paper Manufacturer Drier Felia, from one to seven feet wide; Pauling. Feling. Sell Twine. etc., soll h. W. EVERMAN & CO., bc. M. JUBARANCY

SHIPPING

STEAM TO LIVERPOOL-CALL-

By the mail steamer sailing every Saturday.
Payable in Gold. Payable in Currency.
First Cabin. \$100 Steamer. \$10
To Loudon. 105 To Loudon. 35
To Paris. 115 To Paris. 45
Paesage by the Wednesday Steamers.—First Cabin.,
\$100 Steamers.—First Cabin.,
\$ Ben, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown, \$46
currency. Tickes can be bought here by persons sending for their friends.
For further information apply at the Company's
offices,
JOHN G. DALE Agent.
No. 15 BROADWAY, N. Y.,
87? or No. 411 CHESNUT St., Phi.adelphia.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY

JUNIATA. 1218 tons, Captain P. F. Hoxie.
TIOGA, 1078 tons, Captain J. F. Morse.
STAR OF THE UNION, 1076 tons, Captain T. H. COOKSEY.

The TIOGA will leave for New Orleans on SATUR-DAY, September 7, from Pier 1 - (second wharf below The STAR OF THE UNION WILL leave New Oreans for tols nort September 7.

Through bills of he ing signed for freight to Mobile, Salveston. Natches, Vicksburg, semphis, Nashville, hiro. St. Louis, Louisville, and Cincinnati, William L. James, General Agent, CHAS. E. DILKES, Freight Agent, Agents at New Orleans, Orecvy, Nickerson & Oo.

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE,
THROUGH AIR LINE TO THE SOUTH
AND WEST!
THROUGH RECRIPTS TO NEWBERN,
Also all points in North and South Carolina, via
Seaboard and Roanoke Raliroad, and to Lynchburg,
Va., Tennessee and the West, via Norfolk, Petersburg, South-Side Raliroad, and Richmond and Danville kaliroad, The regularity, safety, and cheapness of this rouse sommend it to the public as the most desirable nedium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer.

of transfer.

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

Freight received daily.

WILLIAM P. CLYDE & CO...

No.14 North and South WHARVES.

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

SOTISTERN MAIL STEAMSHIP COMSOTISTERN MAIL STEAMSHIP COMPAGES REGULAR LINE
FOR SAVANNAM, GA.
TONAWANDA, 550 tons, Captain Wnt. Jenninga.
WYOMING 550 tons, Captain Jacob Teal.
The steamship WYOMING will leave for the above port on Saturday. September 7, 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 Raitroad.
WILLIAM L. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
No. 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell.

4 15

HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL 

PASSAGE TO AND FROM
GREAT BRITAIN AND IRELAND
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES,
DRAFTS AVAILABLE THROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES,
For particulary apply to For particulars apply to TAPSCOTTS, BROTHERS & CO., No. 36 SOUTH Street, and No. 22 BROADWAY, 11 Or to THOS, T. SEARLE, No. 217 WALNUT

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANT'S REGULAR SEMI-MONTHLY LIFE,
The steamship PIONEER, SIZ tons, Captain J. Bennett, will leave for the above port on Thursday, September 5, at 8 o clock A. M., from Pier 18 (second wharf 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,
No. 314 S. Delaware avenue,

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington.
D. C., via Cheanpeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashvilla Dalten, and the Southwest. ers leave regularly from the first wharf above

Freight received daily.

WM. P. CLYDE & CO.,

No. 14 North and South Wharves,

J. B. DAVIDSON, Agent at Georgetowa,

M. ELDRIDGE & Co., Agents at Alexandris, Vg

POLY. -DAILY LINE FOR BALTI-MORE, via Unesapeake and Dela Philadelphia and Baltimore Union Steamboat Compary, daily at 2 o clock P. M.

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

Chrying-all description of Freight as low as any other line. other live.

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,

for etc.

For further information apply to

JOHN D. RUOFF, Agent,

5 16?

No. 18 N. DELAWARE Avenue. FOR NEW YORK, VIA DELAware and Rarinan Canal.

Express Steamboat Company Steam Propellers
leave Daily from first wharf below Market arrest.

Through in twenty-four hours. Goods forwarded to
all points, North, East, and West, free of commission.

Freight received of the lowest rates.

P. CLYDE & CO., Agents,
No. 14 South Wharves.

No. 104 Wall street. New York. SURE Transportation Company Despatch and Swiftsure Lines, via Deinmark, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Kastern lines.

For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 1828. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS.

The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared tyth
increased facilities to accommodate those having vessels to be raised or repaired, and being a practical
ship-carpenter and caniker, will give personal attenion to the vessels entrusted to him for repairs,
Captains or Agents, Ship-Carpenters, and Machinists
taving vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedf'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,
I B DELAWARE Avenue, above Laurel street.

I II DELAWARE Avenue, above Laurel street, O12 ARCH STREET, — GAS FIXTURES, ETC.—VANKIRK & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsoms and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before purchasing elsewhere.

purchasing elsewhere, N. B.—Solled or tarnished fixtures refinished will special care and at reasonable prices, 22 cm VANKIBE & CO T. STEWART BROWN, S.E. Corner of

FOURTH and CHESTNUT STS MANUFACTURER OF TRU" X8, VALISES, BAGS, RETICULES, and over description of Traveling Goods. TRUSES and BASS Repaired.

UNITED STATES REVENUE STAMPS.—
Principal Depot, No. 204 CHESNUT Street.
Central Depot, No. 168 South FIFTH Street, one dos
below Chesnut. Established 1882.
Revenue Stamps of every description constantly as one of the standard of the property attended to.