THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, SEPTEMBER 3, 1867.

BLAISE PASCAL AND SIR ISAAC NEWTON.

Letters Laid Before the French Academy Correspondence of the N. Y. Evening Post.

PARIS, August 10, 1867.-The question of the letters of Pascal has by no means been laid to rest by the skepticism of M. Faugere. M. Chasles has read at the Academy several letters of the interesting correspondence purporting to have been held between Pascal and Newton, beginning when the latter was a boy at school. M. Chasles possesses nearly five hundred papers signed by Pascal, and several hundred signed by Newton, Leibnitz, Jacqueline, Pascal, Perrier, Rohault, and others, which contain mutual references to one another. No new argument has been presented to contest the authenticity of these signatures, and M. Chadles has advanced nothing new in their defense.

Except the statement, intended to parry a remark of M. Faye, that Pascal would have calculated the mass of Saturn from the movement of its second satellite, which was known in 1655. M. Chasles also disposes of the objection that Pascal would have taken pains to publish such important speculations, by reference to the fact that Pascal neglected to publish his principal works. Not only his theological writings, as the Pensees, were collected after his death, though evidently forming the fragments of a systematic treatise that he had intended completing, but his scientific treatises on the "Equilibrium of Fluids," and the "Weight of the Atmosphere," finished in 1653, were equally left for posthumous publication, and his writings, enti tled "Tactiones spherica, Tactiones conica. Loci plani ac solidi, Perspectivæ methodus," have been entirely lost. However it may be, the letters read by M. Chasles are interesting. The following are translations of the more important of them :--

PASCAL TO BOBERT BOYLE.

6 Janvier. - Monsieur: - I have recently received a letter accompanied by a memoir from a young English student, treating of the calcu-lation of the infinite, another on the system of vortex, and a third on the equilibrium of fluids and on weight. I have observed in these divers memoirs marks of intelligence which have really surprised me, above all on the part of a young man hardly emerged from childhood; for I am told that he is hardly thirden years old. My astonishment was so great that for a moment I was tempted to believe that these works originated with some savant well versed in such matters, but who, for the sake of some mystification, had borrowed the name of a young student. There are some of your coun-trymen who have such bizarre ideas, if you will permit me the expression. However it may be, these memoirs are full of talent, and it is easy to see that their author has not only studied with care Kepler and Descartes, as also my experiments on the weight of the atmosphere, but that he himself has known how to observe the complicated effects of nature and devise new experiments.

That seems to me a great deal for a young However, without doubt, you know He is called Isaac Newton. I should be him. very glad if you could give me some information concerning this precoclous young savant, for I wish to know with whom I have to do

before I reply. I am, sir, your well affectioned, PASCAL. To M. Robert Boyle.

PASCAL TO NEWTON.

PARIS, 20 May, 1654.-My Young Friend :--I bave learned with what care you seek to initiate yourself into the mathematical and geometrical sciences, and that you desire to explore thor-oughly the works of the late M. Descartes. I send you several of his papers, which have been remitted to me by one of his good friends. I send you, also, divers problems which have been formed the object of me processions to which formerly the object of my preoccupations, touching the laws of abstraction, in order to exercise your gentus. I entreat you to tell me what you think of them. But be careful, my young friend, that you do not too greatly latigue your ima-gination. Work, study, but do it with moleration. It is the best means to acquire, and to

Thence also is come all the order and division of astronomy into periodical movements, and movements of rotation, and oscillations, to which are subjected the axes of rotation of all the plancts. It is, therefore, the system of Co-pernicus thoroughly meditated and followed out, which opens the career for all researches made since him, and which has given the clue to a great number of truths now recognized. J

will write to you no more to-day. You will find with this letter some new obrvations on this subject, and an article on astronomy that I communicate to you. I am your well-affectioned PASCAL. To Mons. Isaac Newton.

PASCAL TO NEWTON.

20 Janvier, 1869,-Monsieur and Young Friend: -You who know how to enjoy the charms of meditation, listen to me; let us penetrate together into this asylum surrounded by silence. where the soul of Descartes is profoundly occupied with sublime objects, and is plunged in sweet ravishments unknown to the vulgar. Be-

hold him, blessed with a contentment such as kings cannot buy; the august stamp of reflecis on his forehead; the light of thought ourns in his eyes; his intellect, enlightened by the purest rays of human reason, is in a glorious communion with Nature, with God Him-self. In this moment his eye pierces the highest heavens; seeks the secret knots, the concealed principles, the marvellous enchainment of cause and effect; embraces the universe, which is not more vast than his genius. Let us follow him if his labors, in his meditations; let us examine them with care. It is a good rule to follow; and for a long time I have been trying to make a protessional study of his life, and of the history of his philosophy and his other works. This is why I have collected everything remarkable which occurred to him in the course of his career. I have a great number of notes on the subject, which I will communicate to you if you PASCAL wish

NEWTON TO PASCAL.

Monsicur:-Lately the thought occurred to me to verify a calculation of which I have already spoken to you, which is, to examine according to what line descends a body which fails from an elevation, taking account of the movement of the earth around its axis, and of which one of your notes has given me the idea. As such a body has the same movement as the place from which it falls has by the rotation of the earth, it ought to be considered as being pro-jected forwards, and at the same time attracted towards the centre of the earth. This research, which has much connection with the motion of the moon, has induced me to resume my labors. To proceed with security, I wished to establish no principle, and to make no supposi-tion. I have consulted Nature herseit. I have carefully followed her operations, and have only aspired to discover her secrets by experiments selected and repeated. Firm in my project, I have resolved to admit no objections against an evident experiment which have been deduced from metaphysical considerations. Such is the from metaphysical considerations. Such is the plan of study that ' have formed, and that I wish to follow henceforth. If I were not atraid of troubling you, I would send you, now as tormerly, my experiments. I wait for your reply. I am, sir, your very humble and well affectioned ISAAC NEWTON. To M. B. Pascal.

NEWTON TO PASCAL.

2 Feyrier, 1659 .- Monsieur :- The divers notes that you have been so kind as to send me, touching the late M. Descartes, have been so agreeable to me that I permit myself to demand of you permission to keep them a while longer, wishing to reread them again, and I pray you, also, to give me some more information concerning this illustrious personage, whom, without doubt, you have known in private life, and whom you have been so well able to appreciate. Certes, Descartes is the greatest genius of our century, no one can doubt, and, therefore, it is a great pleasure for me to know all the details his existence. I write to you no more to-day, Monsieur. I wait for a reply from you, which will be agreeable to me, if you will be kind enough to tell me more about the late M. Des-cartes, and conceal from me nothing that you know. I should be glad also to know where his papers can be found, that I am told returned to France some years ago. I have found here among the papers of the Chevalier d'Igby, who had several conferences with M. Descartes, and who was among the number of his principal friends-I have found, I say, certain letters extremely corious, which have heightened my esteem for him. It by chanc you know the letters that the Chevalier d'Igby has written to M. Descartes, I should be much obliged to you to instruct me concerning them. I am, sir, and very good counsellor, your humble servant and friend, ISAAC NEWTON. To Mons. Pascal.

RAILROAD LINES.

DENNSYLVANIA CENTRAL BAILROAD MMER TIME, TAKING EFFECT JUNE 2, 1867,

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 Ches-nut and Walnut Streets Railway run within one

Such and wannet Streets kanway rus within one square of it. On Sundayn-The Market Street cars leave Front and Market Streets thirty-five mionics before the departure of such train. Sleeping Car Tickets can be had on application at the Ticket office. N. W. cor. Minih and Chesnut streets. Agents of the Union Transfer Company will call for and cellver bargage at the Depot. Orders left at No. Set Chesnut street, or No. 1 South Eleventh street, will reserve attention.

receive attention, THAINS LEAVE DEPOT VIZ.

- 1	TRAINS LEAVE DEPUT, VIZ.=
1	Mail Train 8'00 A. M.
4	Paoli Accommodation, No. 1
1	Fast Line and Erie Express
1	Paoli Accommodation, No. 2
	Harrisburg Accommodation
	Lancaster Accommodation
	Lancaster Accombiounion
	Parkeaburg Train
1	Western Accommodation Train
1	Cincinnati Express
4	Erie Mail
	Paoli Accommodation, No. 8 900 P. M.
4	Philadelphia Express
1	Erie Mall leaves daily, except Saturday,
	and the second of the second o

Philadelphia Express leaves daily, All other trains

daily, except Sonday. The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent. NO. 107 DOCK SITEST TRAINS ARRIVE AT DEPOT, VIZ :-Cincinuati Express

 Incinuali Express.
 1'15 A. M.

 Philadelphia Express.
 710 A. M.

 Erie Mail.
 710 A. M.

 Paoli A ceconimodation. No. 1.
 8 20 A. M.

 Philadelphia Express.

9'20 A. M 9'20 A. M 12'40 P. M 1'10 P. M 4'10 P. M 6'20 P. M arkesburg Train Fast Line and Erie Express 9 50 P. M org Accomm dation..

by special contract. EDWARD H. WILLIAMS, General Superintendent, Altoons, Pa. 4.22

3.00

(iie, Pemberton, Birminsham, and Vincentewn, At 5 A. M. and 2 P. M. for Freehold. At 5 A. M. and 2 P. M. for Freehold. At 5, 8 and 10 A. M., 2 and 4 P. M., for Trenton, At 5, 8 and 10 A. M., 1, 2, 4, 5, 6, and 11/30 P. M., for Fordentown, Burlington, Beverly, and Delanco, At 5 and 10 A. M. 1, 2, 4, 5, 6, and 11/30 P. M., for

lorence. At 5 and 10 A. M., 1, 4, 5, 6, and 11:80 P. M., for Edge-

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

Will leave as follows:-At U A. M., 430 P. M., and 12 P. M. (night), via Ken-nington and Jersey City, New York Express Lines,

fington and Jersey City, New York Express Lines, Fare, \$3. At5, 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 Morris-ville and Tullytown. At 8 and 10'15 A. M., 2'30, 4'30, 5, and 12 P. M., for

cks.

Scnencks. At 10°15 A. M., 2°30 and 5 P. M., for Eddington, At 7°30 and 10°16 A. M., 2°30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Hoimesburg, Tacony, Wissi noming, Brideeburg, and Frankford, and at 8 P. M. for Hoimesburg and intermediate stations, BELVIDERE DELAWARE RAILROAD LINES, BELVIDERE DELAWARE RAILROAD LINES,

BELVIDERE DELAWARE RAILROAD INNES, From Kensington Depot, At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Eimira, Ithnes, Owego, Rochester, Singhamton. Oswego, Syracuse. Great Bend, Mon-rose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,

At 8 A. M. and 3'30 P. M. for Belvidere, Easton, mbertville, Flemington, etc. The 3'30' P. M. Line connects direct with the Train eaving Easton for Mauch Chunk, Allentown, Bethle-

At 5 P. M. for Lambertville and intermediate Sta-

Lines from West Philadelphia Depot, via Connect-

ing Haliway, will leave as follows:-At 1:10 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 otners, Sundays excepted. July 15, 1867. WM. H. GATZMER, Agent,

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry). Commencing TUESDAY, September 3, 1867. #229

RAILROAD LINES,

READING RAILLROA FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLETIL, SUS QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS -UMMER ARRANGEMENT OF PASSENGED THAING, May 6, 1867. Leaving the Company's Depot, at THIRTEENTH and Callow Hill Bareess. Philadelphia, at the foi-lowing hours-

ATC CALLOW HILL Streets. Philadelphia, at the foi-lowing hours.-MORNING ACCOMMODATION. At730 A. M., for Reading and intermediate Stations. Returning, leaves Reading at 630 P. M., arriving in Philadelphia at 210 P. M. MORNING EXPRESS At 646 A. M. for Reading, Lebanon, Harrisburg Potaville, Pinegrove, Tamaqua, Sunbury, Williams port, Elmira, Hochester, Ningara Falls, Huffalo Allentown, Wilkebarre, Pituston, York, Carliale Chambersburg, Hagerstown, etc. etc. This train connects at READING with East Penn sylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Northum for Will lamsburg. Lock Haven, Elmira, etc.; at HARRIS BURG with Northern Central Cumberland Valley and Schuyikill and Susquehana Grains for Northum-berland, Williamsport, York, Chambersburg, Pine grove, etc. AFTERNOON EXPRESS

Bernind, Williamsport, York, Chambersburg, Pine grove, etc. AFTERNOON EXPRESS Leaves Philadelphia at 3'30 P. M., for Reading Potraville, Harrisburg, etc., connecting with Reading and Columbia Kairoad trains for Columbia, etc. POTINTOWN ACCOMMODIATION Leaves Fotistown at 6'20 A. M., stopping at inter mediate Stations, arrives in Philadelphia at 5'40 A. M. Reiurning, leaves Philadelphia at 5'40 A. M.; arrives in Pottatown at 5'45 P. M.; READING ACCOMMODIATION

Returning, leaves Philadelphia at 630 P. M.; arrives in Potatown at 545 P. M. READING ACCOMMODATION Leaves Reading at 750 A. M., stopping at all way stations, arriving at Philadelphia at 1015 A. M. Returning, leaves Philadelphia at 5500 P. M.; arrives a Reading at 745 P. M. Trains for Philadelphia leave Harrisburg at 810 A. M., and Pottaville at 545 A. M., arriving in Philadel phis at 160 P. M. Afternoon trains leave Harrisburg at 210 P. M. Pottaville at 245 P. M., arriving in Philadel delphis at 645 P. M. HARRISBURG ACCOMMODATION Leavee Reading at 715 A. M., and Harrisburg at

Leaves Reading at 715 A. M., and Harrisburg at 1/10 P. M. Connecting at Reading with Autornoon Accommodation south at 630 P. M., arriving in Phils-delphia at 910 P. M. Market train, with passenger car attached, ieaves Philadelphia at 1245 noon for Pottsville and all way stations. Leaves Pottsvilleat 706 A. M. for Philadel-phia and all way stations. All the above trains run dally. Sundays excepted, Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 317 P. M. Leave Philadelphia for Philadelphia at 937 P. M. Leave Philadelphia for Sunday trains leave Notaville at 800 A. M., and Philadelphia at 317 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 428 P. M. CHESTER VALLEY RAILROAD,

CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY BAILROAD. Passengers for Downingtown and intermediate points take the 720 A. M., and 500 P. M. trains from Philadelphia, returning from Downingtown at 610 A. M. and 100 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 150 A. M and 150 and 1006 P. M. and connecting at Harrisburg with Pennayivania and connecting at 150 A. M and 150 and 1006 P. M. and connecting at Harrisburg with Pennayivania and connecting at Harrisburg with Pennayivania and northera Central Raliroad express traina for Pitts-burg, Chicago. Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on ar rival of the Pennayivania express from Pittsburg, so 3 and 845 A. M. and 9 P. M., passing Reading at 44 and 105 A. M., and 49 and 175 P. M. and sriving in New York at 1010 A. M., and 430 and 520 P. M. Sieeping, cars accompany these trains through between Jersey City and Pittsburg, without change. A mail train for New York leaves Harrisburg at 274 P. M. Mall train for Harrisburg leaves New Yorl at 12 M. Bernuyukutu, VALLEY BAILBOAD

at 12 M. SCHUYLKILL VALLEY RAILBOAD, Trains leave Polisville at 7 and 1130 A. M., and 750 P. M., returning from Tamaqua at 735 A. M. and 14

P. M., reforming from Tamaqua at 735 A. M. and 14 and 415 P. M. E. BUY LKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 730 A. M. for Pinegrove and Flarrisburg, and 150 P. M. for Pinegrove and Tremont returning from Harrisburg at 320 P. M., and from Tre-mont at 735 A. M. and 525 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Canada. Excursion tickets from Philadelphis to Reading and Intermediatestations, 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 Pottstown Accommodation

stations of Reality and Poissown Accommodation trains, at reduced rates. The following tickets are obtainable only at the office of S. BRADFORD, Tressurer, No. 227 S FOURTH Street, Philadelphia, or of G. A. NICOLLS General Supernite adent, Reading:-

At 25 per cent, discount, between any points desired

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 iamilies and firms. SEASON TICKETS, For three, six, nine, or twelve months, for holders only, to all points, at reduced rates. CLERGY MEN Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at hall fare. EXCURSION TICKETS

Fare, FACURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTKENTH 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

Stopping at all Stations between Finisdeeping and Wilmington. Leave Philadelphia at 12'30, 200, 4'30, 6'00, and 11'30 (cally) P. M. The 4'30 P. M. Train connects with leaware Rairoad for Milford and intermediate sta-tions. The 6'00 P. M. Train runs to New Castle, Leave Wilmington 6'30, 7'15 and 8 A. M., 4'00 and 6 ((daily) P. M. The 7'15 A. M. Train will not stop at stations between Chester and Philadelphia, FROM BALTIMORE TO PHILA DELPHIA. Leave Baltimore 7'25 A. M., Way Minil, 9'30 A. M., Express, 2'16 P. M., Express, 6'36 P. M., Express 8'56 P. M., Express. 8'56 P. M., Express.

BAILROAD LINES.

NORTH PENNSYLVANIA BAILROAD.

NORTH PENNSYLVANIA RAILROAD.-THE MIDDLE ROUTL.-shortest and most direct route to Methichen, Alientown, Manch Chunk, haselow. White Haven, Wilkewharre, Mahnanoy City, ount Carniel, and all points in the Leuke, Ma-news, and Wyoming coal regions. The senter of the sentence of the sentence of the senter of the sentence of the sentence of the BERS and AMERICAN Streets. MINE DAILY TRAINS. MINE DAILY TRAINS. The DAILY TRAINS. The the New Depot corner Berks and American the sentence of the New Depot corner Berks and American the sentence of the New Depot corner Berks and American the sentence of the New Depot corner Berks and American the sentence of the New Depot corner Berks and American the sentence of the New Depot corner Berks and American the sentence of the New Depot corner Berks and American the sentence of the New Depot corner Berks and American the sentence of the New Depot corner Berks and American the sentence of the New Depot corner Berks and American the sentence of the senten

At 197 A. M. — Accommodation for Doylestown, stop-At 5*46 A. M. — Accommodation for Doylestown, stop-ping at all intermediate stations. Passengern for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-ton, Stopping at Intermediate stations. At 10°16 A. M. — Accommodation for Fort Washing-City, Cebtralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Fasseigers for Greenville take this train to Quaker-town.

At 245 P. M.-Accommodation for Doylestown. At 740 F. M.-Accommodation for Doylestown, copping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales At + P. M.-Accommodation to Doylestown, stop

At 4 P. M. — Accommodation to Doylestown, stop-ong at all intermediate station. Passengers for Willow Grove, Hatboro, and Hartaville, take stage A Abingt B: for Lumberville at Doylestown, At 520 P. M. — Through accommodatio. 1 for Bethle-orm and all stations on main line of North Pennsyi-vania Rallroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Maoch Chunk.

The STAR OF THE UNION will leave a series of this port September 7. Through bills of Laving algaed for freight to Mobile, Galveston, Natchez, Vicksburg, semphis, Nashville, Cairo, St. Louis, Louisville, and Cincinnati. WILLIAM L. JAMES, General Agent, CHAS. E. DILKES, Freight Agent, CHAS. E. DILKES, Freight Agent, 44] No. 514 S. Delaware avenue, Agents at New Orleans, Creevy, Nickerson & Co. PHHLADELPHIA, RICHMOND, PHHLADELPHIA, RICHMOND, 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 Seabcard and Reanoke Railroad, and to Lyncbburg, Va., Tennessee and the West, via Norfolk, Peters-burg, South-Side Railroad, and Richmoud and Dan-ville Kailroad. The regularity, safety, and chespness of this route commend it to the public as the most desirable medium for carrying every description of freight. No cherge for commission, drayage, or any expense of transfer.

At 6 29 P. M.-Accommodation for Lansdale, stopping at all intermediate stations. At 11:38 P. M.-Accommodation for Fort Wash-

TRAINS ARRIVE IN PHILADELPHIA

TRAINS ARRIVE IN PHILADELPHIA. From Bethleben, at 915 A. M., 205 and 846 P. M. 205 P. M. train makes direct connection with Lebign Valley trains from Easten, Wilkesburre, Mahanoy 204, M. arrive in Philadelphia at 205 P. M. Passegers leave Wilkesbarre at 130 P. M., connect thethebem at 615 P. M., and arrive in Philadelphis at 840 P. M.

540 P. M. From Doylestown at 825 A. M., 510 P. M., and From 0 P. M.

⁴⁰ P. M.
From Lansdale at 7.20 A. M.
From Fort Washington at 11.50 A. M. and 3.05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.45 P. M.
Doylestown to Philadelphia at 7.20 A. M.
Bethlehem to Philadelphia at 4.30 P. M.
Bethlehem to Philadelphia at 4.30 P. M.

Fifth and Sixth Streets Passenger cars convey pas-

Fifth and Sixth Streets Passenger cars convey pas-sengers 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, Ticaets must be procured at the Taket Office in order to ecure the lowest rates of fars. Tickets solu and Baggage checked through to prin-cipal points at Main's North Pennsylvania Baggage Express Office, 11 No. 106 S. FIFTH Street.

Kyress Onice,
 No. 105 8, FIFTH Street.
 HILADELPHIA, WILMINGTON AND BAL-TIMORE RAILROAD, TIME TABLE,
 Commencing MONDAY, July 8, 1867, Trains will have Depot, corner BROAD Street and WASH INGTON Avenue, as follows: Way Mail Train at 830 A. M. (Sundays excepted for Baitimore, stopping at all regular stations. Cos necting with Delaware Railroad at Wilmington for Cristield and intermediate stations.
 Express Train at 370 P. M. (Sundays excepted) for Eastimore and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newbort, Stan-ton, Newark, Elkton, Northeast, Charlestown, Perry-ville, Havre-de-Grace, Aberdeen, Perryman's, Edge-wood, Magnolia, Chase's, and Stemmer's Run.
 Night Express at 11'00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Rairoad Line, stopping at New casile, Middletown, Clayton, Dover, Harring-ta, Seaford, Salabury, Princess Anne, and connect-ing at Cristield with Hoat for Fortress Monroe, Nor-tok. Portsmouth, and the South.
 Fassengers for Fortress Monroe, Nor-tok, Portsmouth, and the South.
 Mild Heitown, Chayton, Dover, Harring to, Seaford, Salabury, Princess Anne, and connect-ing at Cristield with Hoat for Fortress Monroe, Nor-tok.
 Mild Heitown, Chayton, Dover, Harring to, Seaford, Salabury, Princess Monroe, Nor-tok.
 Mild Mildetown, Chayton, Dover, Harring to, Seaford, Salabury, Princess Anne, and connect-ing at Cristield with Hoat for Fortress Monroe, Nor-tok.
 Mild Mildetown, Chayton, Tower, Marring to, Seaford, Salabury, Princess Anne, and connect-ing at Cristield with Hoat for Fortress Monroe, Nor-burg, Mild Mildetown, Chayton, Bover, Harring to, Seaford, Salabury, Princess Anne, and connect-ing at Cristield with Hoat for Fortress Monroe, Nor-burg, Mildetown, Chayton, More, Marring, Manora, Salaburg, Princess Monroe, Nor-burg, Mildetown, Chayton,

profit by what you have learned. I speak to you by experience. For also from my youth, I was in haste to learn, and nothing could hinder my young intelligence, if I may so speak. Today I find that I have overcharged my memory, and it begins to fall me at the moment that I have most need of it.

I do not say this to you, my young friend, to turn you away from your studies, but to induce you to study with moderation. Knowledge grows insensibly and with time. No more at present, my young iriend, except to assure you of my attection. PASCAL. of my atlection.

To young Newton, student at Grantham.

PASCAL TO NEWTON.

May 2, 1665 .- Monsieur and Young Friend:-What has been told me of your precocious genius has been very agreeable to me, and has recalled the happy recollections of my own childhood. Ah! how beautiful was the time, when I has heard the eulogy of great men, and aspired to tread in their steps. And now I say to mysell: Happy is he whose imagination is bold. lively, and powerful, and who has the noble ardor to wish to elevate himself to glorg! These violent transports which lead us to thirst for reputation are themselves auguries that announce that we shall one day merit it. My young friend, remember well what I am going to say to you. No man who does not aspire to make a name for himself will ever achieve anything great. Whose passes along with nonchalance and coldness in the career that he has embraced, suffers all the an-noyances and the disguets of his profession without enjoying the henor or the recompense. The soul must be stirred by the contem-plation of great things. We should as much as possible, as has been well said by Longinus, nourish our mind with grandeur; keep it fall and enlarged with a certain noble and generous pride. Above all, let us banish too great self-distrust: it is a langour of the soul which prevents her from taking flight, and proceeding with rapidity towards the end which she desires. Self-distrust is to our faculties what cold is for the earth; it oripples them, stiffes them; it prevents one from perceiving that which he is, and from feeling that which he might be one day. But the dew of the morning is less useful to the flowers, than emulation is to the faculties of the mind. It sets them at liberty, and fecundates them with activity. Therefore, my young friend, I engage you to read with care our classic authors who have written on the sciences. Study Euclid, Archimedes, Copernicus, Descartes, Galileo, etc., and tell me what inspira-tions these writers shall have suggested to you. I am your well affectioned, PASCAL. To young Newton.

PASCAL TO NEWTON.

December 2, 1657.-My Young Friend:-I send to you by the medium of one of my friends, who is about to journey in Europe, a packet of little writings that I have collected, to serve for your instruction, as you have requested me in one of your letters. They are notes, reflec-tions, and thoughts touching the sciences, among others the laws of attraction and equi-librium. I engage you to read them with attanamong others the naws of attraction and equa-librium. I engage you to read them with atten-tion, and I dare to hope that you will find in them something which may be agreeable to you, and which may lead you to reflect on the system of the world. Such is my desire. Your letters are always most agreeable to me, always your well affectioned Pas To young Newton, student, I am PASCAL.

PASCAL TO NEWTON.

NOVEMBER 22, 1658. - Monsieur and Young Friend:- When Copernicus had discovered and announced that the earth obeyed three principal movements, it was natural, after the principles of mechanics already known, to pursue of mechanics already known, to pursue the phenomena necessarily resulting from each one of these movements, and to appreciate their reciprocal influence. Thence sprang explana-tions and experiments on the variations of tions and experiments, concerning which I the gravity (?) (pesanteur), concerning which I have already spoken to you, and about which you will find subjoined several observations.

NEWTON TO PASCAL.

12 Mars, 1661,-I have learned, Monsieur, to my great displeasure, that you are always suffering. That is without doubt the reason that for so long a time 1 have received no letter from you. Will it be possible for me to receive any more? If your disease is not the cause which has prevented you from writing to me more? If your disease is not the cause can it be that you have something to complain of in regard to me? I do not think I deserve complaint. The services that you have ren-dered me are too great to let it be possible that I should be guilty of incivility towards you: though possibly by ignorance, certainly not with intention. I know that you wrote to me that you had abandoned the sciences, to devote yourself to other studies, which are probably no more connected with mine. If that be the reason, I regret it; but I am not and cannot be less all my life your admirer, and your very humble and well-affectioned servant,

ISAAC NEWTON.

To Monsieur Pascal.

NEWTON TO PASCAL. May 8, 1661.—Monsieur:—I have learned from one of your iriends, and that with much pain, of the state of suffering in which you are. I am much moved by it. I assure you: you to whom I owe so many good counsels and instractions; for which be assured that I shall preserve eternal gratitude.

Monsieur, I have not forgotten that some years ago you sent me several manuscripts, and a great number of notes; two hundred at least. I have consulted and abstracted with much care and interest all these documents, which have initiated me in certain things of which I was ignorant, and for which knowledge I am in-debted to you. But I do not now remember whether you have given me permission to keep whether you have given me permission to keep these precious documents, or whether I must return them to you -concerning this I beg you to reply to me if you please. For I should have remore of conscience it I kept them without being well assured of your intention in the matter. I await, Monsieur, your reply with great matter. I await, monsteur, your repry with great impatience, and be assured that I always am and shall be your humble, much obliged, and well-affectioned servant, ISAAC NEWTON. To M. Blaise Pascal, at Paris.

NEWTON TO ROHAULT.

8 Novembre (apres) 1672 .- Monsteur:-- You are without doubt not ignorant of the great importance that attaches to a correct valuation of the velocity of light, and how much knowledge on this subject would influence the progress of astronomy, and extend the sphere of our ideas on the constitution of the universe. I must also

on the constitution of the universe. I must also make you acquainted with an important fact touching gravity (*pesanteur*). One of your countrymen, M. Richer, having been sent in 1672 by your Government to Cay-enne, to observe the parallax of Mars, wrote to me that he parceived that his clock resoluted me that he perceived that his clock, regulated at Paris before his departure, had retarded near at Paris before his departure, had retarded near the equator nearly three minutes in twenty-four hours; whence we must conclude that gravity (pesanteur) varies in the different lati-fudes; that it increases in going from the equa-tor to the poles, and diminishes in going from the poles to the equator. This phenomenon is astonishing, but it is a demonstration of the diurnal movement of the earth, and ought to make us acquainted with the real figure of our planet. For a long time I have had a glimpse of this truth. I found traces of it in certain writings communicated to me by the late M. Pascal, and this observation of M. Bicher's confirms the fact. I say nothing further to you at present, but leave you to think about the matter. I am, sir, your humble servant. matter. I am, sir, your humble servant, I. NEWTON.

Commencing TUESDAY, September 3, 1867. sup 4*60 P.M. Cape May, Passenger. RETURNING TRAINS LEAVE CAPE ISLAND, 9,60 A. M. Morning Mail. The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7:00 A. M., returning leaves Cape Island at 5:00 P. M. Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J. Through tickets can be procured at No. 528 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their tag-gage checked at their residences.

Burtensing Teleformers and the set of the same checked at their residences.
WEST JERSEY RAILROAD LINES, from foot of MAREET Street (Upper Ferry), Commencing TUESDAY, September 3, 1997.
Stee A. M. Morning Mall, for Bridgeton, Salem, Miliville, Vineland, and intermediate stationa.
Bridgeton and Salem Passenger, 4'00 P. M. Wordbury 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 Walnut street, from 7-00 A. M. until 8-00 P. A. Freight received before 9-00 A. M. will go forward the and day. Freight Delivery, No. 228 S. DELAWARE Avenue 721 WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILROAD.

NORRISTOWN RAILROAD.
 TIME TABLE,
 On and after Wedneeday, May 1, 1867. FOR GERMAANTOWN.
 Leave Philadelphia 6, 7, 8, 975, 10, 11, 12 A. M. 1, 854, 354, 45, 554, 6710, 78, 89, 10, 112 P. M.
 Leave Germantown 6, 7, 755, 8, 820, 9, 10, 11, 12 A. M.
 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P. M.
 The size Down Train and 3% and 5% Up Trains will not stop on the Germantown Branch.
 Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
 Leave Germantown 84, A. M. 16, 9% P. M.
 CHESNUT HILL RAILROAD.
 Leave Chesnut Hill 710, 8, 9*40, and 11*40 A. M. 1*40, 7*40, 9*40, 8*46, and 10*0 P. M.
 Leave Chesnut Hill 750 A. M. 12*40, 3*40, and 9*25 P. M.
 Leave Philadelphia 9% A. M. 2 and 7 P. M.
 Leave Chesnut Hill 750 A. M. 12*40, 3*40, and 9*25 P. M.

Leave Chesnut Hill 750 A. M. 1240, 540, and 928 P. M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 5, 75, 9, and 1145 A. M. 15, 8, 45, 55, 65, 8706, and 115 P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 15, 8, 15, 65, 65, 8706, M. C. Stand Y. S. Leave Philadelphia 9 A. M., 230 and 715 P. M. Leave Norristown 7 A. M., 530 and 9 P. M. Leave Norristown 7 A. M., 530 and 9 P. M. Leave Norristown 7 A. M., 530 and 9 P. M. Leave Norristown 7 A. M., 530, and 1106 A. M. 15, 8, 45, 65, 64, 8706, 956, and 115 P. M. Leave Manayunk 670, 75, 820, 95, and 115 A. M. 25, 5, 64, 9 and 105 P. M. Leave Manayunk 75, A. M. 6 and 956 P. M. Leave Manayunk 75, A. M. 6 and 956 P. M. Leave Manayunk 75, A. M. 6 and 956 P. M. Leave Manayunk 75, A. M. 6 and 956 P. M. Leave Manayunk 75, A. M. 6 and 956 P. M. Leave Manayunk 75, A. M. 6 and 956 P. M. Leave Manayunk 75, A. M. 6 and 956 P. M. Leave Manayunk 75, A. M. 6 and 956 P. M. S Depot, NINTH and GREEN Streets,

4.192

PHILADELPHIA AND ERIE BAILBOAD .-

SUMMER TIME TABLE.

TEFOURD RDG under Four of a minutes phile	ч.
Saltimore, Harrisburg, Williamsport, and the Grea	4
il Region of Pennsylvania.	
ET FOANT SLEEPING CARS on all Night Train	ь.
On and after MONDAY, April 79, 1867, the trains o	2
he Philadelphia and Erie Railroad will run a	46

follows:---WESTWARD.

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44	ALL STAT	lesv	en Will	lamapo	rt		8'45	P. 1
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	1.44	arriv	es at L	ock Ha	Ven.		8.10	P. 1
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City at 450 P. M. All trains on Warren and Franklin Ballway make all trains on Warren and Franklin Ballway make close connections at Oil City with trains for Franklin close connections at Oil City with trains for Franklin and Petroleum Centre. Haggage checked through ALFRED L. TYLER, ALFRED L. TYLER, 3.12

General Super

and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia daily at 5'30 A. M., 12'45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Potts ville. Port Clinton, and all points forward. 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. 48

10'30 P. M. Leave West Chester for Philadelphia, from Depo-on East Market street, at 6'16 A. M., 7'15 A. M., 7'36 and 10'45 A. M., 1'55 P. M., 4'50 and 6'50 P. M.

AND

and Southwest.

delphis, W MASHINGTON Avenue, at 11 P. M., con-necting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro

Newbern, Charleston, Savannab, Raleigh, Charlotte,

Newbern, Charleston, Savannab, Racegu, Charlotte, Columbia, Macon, Augusta, Monigomery, Mobile New Orleans, and intermediate points. For lickets and intermediate points. In the set of the bireet and WASHINGTON Avenue. H. TOMPKINB, General Agent, Norfolz, Va. C. I. TROWERIDGE, General Passenger Agent.

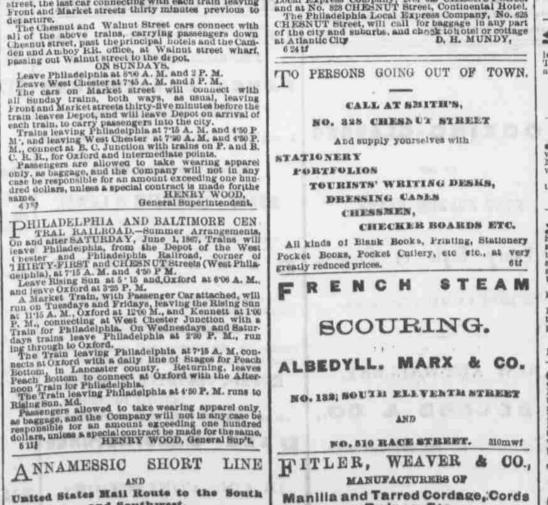
Leaves Baltimore at 835 P. M., stopping at Havre Leaves Baltimore at 835 P. M., stopping at Havre de-Grace, Perryville, and Wiimington. Also stops at Northeast, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washing-tor Philadelphia and leave passengers from Washing-ton or Baltimore, and at Cheeter to leave passengers from Washington or Baltimore. Through Tickets to all points West, Bouth, and Sonthwest, may be procured at the Ticket Office, No. S25 CHEEN UT Street, under the Continental Hotel, where, also state-rooms and berdis in sizeping cars can be secured during the day. Persons purchaing lickets at this office can have their baggage, checked at their residence by the Union Transfer Company. H. F. KENNEY, superintendent. WEST CHESTER AND PHILADELPHIA KAILKOAD, VIA MEDIA. SUMMER ARRANGEMENT. On and alter MONDAY, June 24, 597, Trains will leave Depot, THIRTY-FIRST and CHESNUT Streets. West Philadelphia for West Chester, at , . . A. M. 11 A. M. 200 P. M., 415 P. M., 430 P. M., 700 P. M. and urable. M. dence by the Union Transfer Company. H. F. KENNEY, superintendent,

4.82 SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RALLROAD. On and alter MONDAY, September 2, 1867, trains will leave VINE Street Ferry, as follows:-T20 A M

Mail

Mail. Freight

and 10.45 A. M., 155 P. M., 450 and 650 P. M. Trains leaving West Chenter at 730 A. M., and leav-ing Philadelphia at 450 P. M., will stop at B. C. Junc-tion and Media only. Passengers to or from stations between West Ches-ter and E. C. Junction going east, will take train leaving West Chester at 715 A. M., and going west will take train leaving Philadelphia at 450 P. M. Leave Philadelphia for Media at 530 P. M. Leave Media for Philadelphia at 630 P. M. Leave Media for Philadelphia at 630 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 iness leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market street cars connect with



Manilla and Tarred Cordage, Cords Twines Etc. On and after JULY 8, trains will leave Depot Phila-delphia, Wilmington, and Baltimore Ballroad, BROAD

No. 25 North WATER Street, and No. 11 North DELAWARE Avenue, PHILADELPHIA, EDWIN H FITLER, MICHAEL WEAVER, COMMAD F CLOTHIER, 214

COTTON AND FLAX, BAIL DUCE AND CANVAS; Of all numbers and brands. Tent Awning, Trink, and Wagon Cover Duck. Also, Paper Manufacturers' Drist Fells, from one to seven feet wide: Pauling, Briting, Sell Twine, etc. JOE N. B. VERMAN & CO BO.10: JUN ERAHOT

september 5, at 8 o Clock A, and Hom A wharf below Spruce street). Bills of facing 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 avoure.

NEW EXPRESS LINE TO Alexandria, Georgelown, and Washington, With connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville Daiton, and the Southwest. Steamers leave regularly from the first wharf above Market street. Project yon and daily.

and the second s SHIPPING

STEAM TO LIVERPOOL-CALL-

STEAM TO LIVEBPOOL-CALL-ing at Queeratiown. - The Inman Line, sail-ing at Queeration. - The Inman Line, sail-ing at Queeration. - The Inman Line, sail-the Constant of the Inman Line, sail of the Inman Line, sailing every Sailerday. Instant of the Constant of the Inman Line, sail of London 105 To London 11 To London 105 To London 11 To London 105 To London 11 To Paria 11 To Paris 10 Parameter Sailer Steamerst - First Cabin, ite Steerage, sail Payabie in U.S. Currency. The Steerage, saile for the Steamerst - First Cabin, ite Steerage, saile for the Steamerst - First Cabin, ite Steerage, saile for the Steamerst - First Cabin, ite Steerage, saile for the Steamerst - First Cabin, ite Steerage, saile for the Steamerst - First Cabin, ite Steerage, saile for the Steamerst - First Cabin, ite Steerage, saile for the Steamerst - First Cabin, ite Steerage, saile for the Steamerst - First Cabin, ite Steerage, saile for the Steamerst - First Cabin, ite Steamage for the Steamerst of the Steamerst - First Cabin, ite Steamage for the Steamerst of the Steamerst - First Cabin, ite Steamage, saile for the Steamerst - First Cabin, ite Steamage, saile for the Steamage for the Steamage

en, etc., at moderate rates. Steerage passage from Liverpool or Queenstown, \$40 urrency. Tickets can be bought here by persons send-

Steerace Dickets can be bought network of the company's currency. Tickets can be bought network of the company's file of their friends. JOHN G. DALE Agent, offices, JOHN G. DALE Agent, No. 15 BRUADWAY, N. Y., 873 or No. 411 CHESNUT St., Philadelphia.

SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY

LLEY BOA

LINE. JUNIATA, 1215 tons, Capiain P. F. Hoxie, TIUGA, 1673 tons, Capiain J. F. Morse, STAR OF THE UNION, 1078 tons, Capiain T. H. Coossey, The TIOGA will leave for New Orleaus on SATUR-DAY, september 7, from Fier 1s (second wharf below Spruce street).

The STAR OF THE UNION will leave New Or-

of transfer. Steamships in ure at lowest rates, and leave regu-larly from first wharf above Market street.

Freight received daily. WILLIAM P. CLYDE & CO., No. 14 North and South WHARYES. W. P. PORTER, Agent at Richmond and City

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

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR LINE FOR SAVANAH, GA. TONAWANDA, 500 tons, Capitain Jacob Teal. Wy OMING 800 tons, Capitain Jacob Teal. The steamship WYOMING will leave for the above port on Saturday. September 7, at 8 o'clock A. M., from Pier HSouth Wharves. Through passage tickets soid, and freight taken for all points in connection with the Georgia Central Rait-road. WILLIAM L. JAMES, General Agent, CHAS, E. DILKES, Freight Agent, CHAS, E. DILKES, Freight Agent, No. 314 S. Dolaware svenue. Agents at Savannah, Hunter & Gammell. 412

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CARRYING THE UNITED STATES MAIL, The Steamships HENDRICK HUDSON.......CAPTAIN HOWES STARS AND STRIPES.......CAPTAIN HOLMES STARS AND STRIPES......CAPTAIN HOLMES These Steamship STARS AND STRIPES, (Holmes, Master), will sail for Havana on TUESDAY MORN-ING, September 16, at 8 o'clock. Passage to Havana, & co currency. No freight received after Saturday. For Freight or Passage apply to THOMAS WATTSON & SONS, 31 No. 140 N. DELAWARE Avenu

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES. DRAFTS AVAILABLE THROUGHOUT ENGLAND IRELAND, SCOTLAND, AND WALES.

IRELAND, SCOTLAND, AND WALLS, For particulars apply to TAPSCOTTS, BROTHERS & CO., No. 26 SOUTH Street, and No. 23 BROADWAY, 11 Or to THOS, T. SEARLE, No. 217 WALNUT

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-FANY'S REGULAR SEMI-MONTHLY LIFE, FOR WILMINGTON, N. C. The steamship PIONEER, Siz toos, Captain J. Ben-nett, will leave for the above port on Thursday, September 5, at 8 o'clock A. M., from Pier 18 (second wharf below Source street).

arket street. Freight received daily. No. 14 North and South Wharves, J. B. DAVIDSON, Agent at Georgetown. M. ELDRIDGE & Co., Agents at Alexandria, Va. 61

MORE, VIA Chesapeake and Dela

wais Cannil. Philadelphia and Baltimore Union Steamboat Com-pany, daily at 2 o'clock P. M. The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M.

wharf below Arch street daily at 2 o'clock P. M. (Sundays excepted). Carrying-all description of Freight as low as any other life. Freight handled with great care, delivered prompty, and forwarded to all points beyond the terminus free of commission. Particular attention paid to the transportation of all description of Merchandise, Houses, Carriages, etc. etc.

stc. etc.
 For further information apply to JOHN D. RUOFF, Agent,
 5 16; No. 15 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELA-ware and Baritan Canal. Express Steambeat Company Steam Bropellers leave Daily from first wharf Delow Market street. Through in twenty-four hours. Goods forwarded to all points. North, East, and West, free of commission. Freight received at the lowest rates.

W.M. P.	No. 14 South	Wharves.
JAMES HAND. Agent,	TANK CONTRACTOR	COLORNE T SALE
No. 104 Wall street, New	York.	14

FOR NEW YORK.-SWIFT-SURE Transportation Company De-spatch and Swiftsure Lines, via Dela-ware 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 on accommodating terms and vio

terms, apply to WILLIAM M. BAIRD & CO., No, 122 S. DELAWARE Avenue

TO SHIP CAPTAINS AND OWNERS. The undersigned having iessed the KEN. SINGTON SCREW DOCK, begins to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having rea-sels to be raised or repaired, and being a practical into the vessels entrusted to him for repairs. Captainsor Agents, Ship-Carpenters, and Machinistan having vessels to repair, are solicited to cal. Having the agency for the sale of "Weiterstedi'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 terma. JOHN H. HAMMITT, Kensington Screw Dock, 11 DELAWARE Avenue, above Laurei street.

912 ARCH STREET. - GAS FIXTURES, ETC.-VANEIRE & CO. would respectfully direct the attention of their friends and the public gene-rally, to their farge and elegant assortment of GAS FIXTURES, CHANDELLERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very ressonable prices, will find H to their advantage to give us a call before purchasing elsewhere. N.B.-Solled or tarnished fixtures refinished will special care and at reasonable prices.

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