# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, SEPTEMBER 5, 1867.

RAILROAD LINES.

#### PROPOSALS.

PROPOSALS. PROPOSALS FOR DREDGE-BOAT.-Office United States Engineer Agency, No. 76, 1807. The undersigned hereby invites sealed proposals for building and equipping ready for sea and for work, the first of the two Dredge-Boats, authorized by joint resolution of Con-gress, approved Marce 29, 1867, for improving the mouth of the Mississippi river, in accord-ance with models, drawings, and specifications visible at this office, and instructions to be furnished by the Engineer in charge; the Dredge-Boat to be delivered at such point on the Mississippi river at or below New Orleans, as the Engineer in charge may direc. The Dredge-Boat to be a double-ender, 160 feet from the bottom of keel to the surface of the spar deck at amidanips; to have a screw propel-fer at each end, one of which is to be if feet in diameter, driven by two encines, and the other if feet in diameter, driven by one, to be fitted with water compartments for readily adjusting the draught to any depin from 14 to 20 feet, to be and many of the parts to have a streagth con-siderably exceeding that of like parts of steam-gress of like dimensions designed for ordinary orea of like dimensions designed for ordinary

ocean navigation. During the construction of the Dredge-Boat, reasonable facilities for inspecting the mate-rials and workmanship must be afforded the officer or agent appointed for the purpose. The Dredge-Boat to be propelled throughout her sea voyage between the points of construc-tion and delivery by her own engines alone. Bids which do not cover the entire construc-tion and equipments, ready for sea and for

tion and equipments, ready for sea and for work, of the Dredge-Boat, and her delivery at the point designated, will not be considered. the point designated, will not be considered. No bids will be considered except from those practically engaged in the construction of ocean steamers or screw propeller machinery for the same, and who have personally in-spected the model and drawings of the Dredge-Boat, or employed experts for the purpose of informing them of its character. Bids to be indorsed (on the envelope) "Propo-sals for Dredge-Boat," and addressed to the undersigned, at this office. Each bid must be accompanied by a guarantee

undersigned, at this office. Each bid must be accompanied by a guarantee, signed by two guarantors, that the bidder will enter into contract as herein stated; and a cer-tificate of the responsibility of the guarantors, and specifying the occupation of the bidders, signed by an officer of the United States Corps of Engineers or some other compations. of Engineers, or some other competent person known to the undersigned. Proposals will be received till 10 o'clock on the

10th day of September, 1867, at which time they will be opened. The contract and bond must be signed by the

14th day of September, 1867; work must be actu-ally begun on both hull and machinery by the 20th of September, 1867; the boat must be com-

20th of September, 1867; the boat must be com-pleted, ready for sea and for work, and the trial trip had by the 15th day of January, 1808, and no unnecessary delay thereafter must occur in her delivery at the point designated. Payments will be made as follows:-75 per cent. of the contract price on approval of the boat, after the trial trip, by the duiy authorized officer or agent of the United States, provided the terms of the contract shall thus far have been complied with, and the balance on final acceptance at the point of delivery.

acceptance at the point of delivery. Bonds for the faithful performance of the con-tract, in the sum of \$25,000, will be required, with two surfaces, will be required, with two surfaces, whose sufficiency must be certified by the Clerk of the nearest District Court, the names of the surfaces, with the cer-tificate, to be submitted with the bid. A full copy of the specifications, and of this advertisement, must be attached to each bid.

bid. Bidders to use the printed forms which will be furnished them at this office. Model and detailed drawings can be seen, and copies of specifications had, at this office. Copies of the specifications can also be seen at the United States Engineer Offices in Philadelphia and Boston.

and Boston. The Government reserves the right to reject any bid deemed to be unreasonable, or made b persons whose responsibility may be ques-tioned. In order that no time may be lost after the contract shall be signed, full detailed drawthe contract shall be signed, full detailed draw-ings of all parts of the Dredge-Boat are in pro-gress, and will be in readiness to turn over to the contractor, so that work may be begun without delay on account of preparations of working drawings. M. D. McALESTER, Brevet Brig.-Gen. United States Army, \$29 J0t] Major of Engineers, In Charge Improvement of Mouth Miss, River,

DROPOSALS FOR A NEW JAIL

DEPARTMENT OF THE INTERIOR, WASHINGTON, D. C., July 31, 1867, Sealed proposais will be received at this De-partment until 12 o'clock M., on TUESDAY, the 17th of September, 1867, for the erection of the Jail in and for the District of Columbia, autho-tized and workled for her the the section of the

| CHOICE PANEL AND 1st COMMON, 16 feet long.<br>44,54,64,2,25,3, and 4 inch<br>44,54,64,2,25,3, and 4 inch<br>WHITE FINE, PANEL PATTERN PLANE,<br>LARGE AND SUPERIOR STOCK ON HAND.  | 1               |
|--|-----------------|
| WHITE PINE, PANEL PATTERN PLANK,   |                 |
| and and in the second later with a fact that the second seco | 1.3             |
| 1867. BUILDING! BUILDING!  |                 |
| LUMBER! LUMBER! LUMBER!<br>44 CAROLINA FLOORING.   | 13              |
| 54 CAROLINA FLOORING.<br>44 DELAWARE FLOORING.<br>54 DELAWARE FLOORING.<br>WHITE FINE FLOORING.  | 1               |
| 5-4 DELAWARE FLOORING,<br>WHITE PINE FLOORING  | 1               |
|  |                 |
| WALNUT FLOORING,<br>SPRUCE FLOORING,<br>STEP BOARDS,   |                 |
| RAIL PLANK.<br>PLASTERING LATH.  |                 |
| ACOT CEDAR AND CERDER  | 13              |
| 1867. CEDAR AND CYPRESS  |                 |
| LONG CEDAR SHINGLES,<br>SHORT CEDAR SHINGLES,  |                 |
| FINE ASSORTMENT FOR SALE LOW.  |                 |
| TOT T CRIDER DOGS AND TOSTS,   | Т               |
| LOUI. LUMBER FOR UNDERTAKERS!<br>RED CEDAR, WALNUT, AND PINE.  |                 |
| 1867 -ALBANY LUMBER OF ALL KINDS   |                 |
| SEASONED WALNUT.   |                 |
| OAK PLANK AND BOARDS.  | J               |
| 1867ALBANY LUMBER OF ALL KINDS.<br>SEASONED WALNUT,<br>DRY POPLAR, CHERRY, AND ASH,<br>OAK PLANK AND BOARDS,<br>MAHOGANY,<br>ROSEWOOD, AND WALNUT VENEERS.   | -12             |
| 1867, -CIGAR-BOX MANUFACTURERS,<br>CIGAR-BOX MANUFACTURERS,<br>PANEAR BOX MANUFACTURERS,   |                 |
| SPANISH CEDAR BOX BOARDS.  |                 |
| 1867 -SPRUCE JOIST! SPRUCE JOIST!  |                 |
| FROM 14 TO 32 FEET LONG.<br>SUPERIOR NORWAY SCIENCE  |                 |
| 1867. SPRUCE JOIST! SPRUCE JOIST!<br>FROM 14 TO 22 FEET LONG,<br>SUPERIOR NORWAY SCANTLING,<br>MAULE, BROTHER & CO.,<br>No. 2000 SOUTH STREET,   |                 |
|  |                 |
| U. S. BUILDERS' MILL,  | 11              |
| NGN. 24, 26, AND 28 S. FIFTEENTH ST.,  |                 |
| ESLER & BRO., Proprietors.   |                 |
| Always on hand, made of the Best Seasoned Lumber<br>at low prices,   |                 |
| WOOD MOULDINGS, BRACKETS, BALUSTERS,   |                 |
| AND NEWELS,<br>Newels, Balusters, Bracket and Wood Mouldings.  |                 |
| WOOD MOULDINGS, BRACKETS, BALUSTERS  |                 |
| AND NEWELS,<br>Walnut and Ash Hand Railing, 3, 3½, and 4 inches.   |                 |
| BUTTERNUT, CHESNUT, and WALNUT<br>MOULDINGS to order. 6 122  |                 |
|  |                 |
| J. C. PERKINS,   |                 |
| LUMBER MERCHANT,   |                 |
| NO. 324 CHRISTIAN STREET.  |                 |
| Constantly on hand a large and varied assortment<br>of Building Lumber. 5242   |                 |
|  |                 |
| ENGINES, MACHINERY, ETC.   |                 |
| FREE PENN STEAM ENGINE AND   |                 |
| PRACTICAL AND THEORETICAL ENGINEERS  | 1               |
| MACHINISTS, BOILER MAKERS BLACK<br>SMITHS, and FOUNDERS, having for many year<br>been in successful operation, and been exclusively<br>engaged in building and repairing Marine and Rive   |                 |
| been in successful operation, and been exclusively<br>engaged in building and repairing Marine and Rise  |                 |
| FIVE   |                 |
| Engines, high and low-pressure, Iron Boliers, Water<br>Tanka, Propellers, etc., etc., respectfully offer that  | .               |
| Engines, high and low-pressure, Iron Botters, Water<br>Tanks, Propellers, etc. etc. respectfully offer their<br>services to the public as being fully prepared to con-<br>tract for engines of all sizes. Marine, Filver   |                 |
| Engines, high kind low-pressure, from Boilers, waten<br>Tanks, Propeliers, etc. respectfully offer their<br>services to the public as being fully prepared to con-<br>tract for engines of all sizes, Marine, River, and<br>Estationary; having sets of patterns of different sizes  |                 |
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| Engines, high kind low-pressure, from Bollers, waten<br>Tanks, Propeliers, etc. respectfully offer their<br>services to the public as being fully prepared to con-<br>tract for engines of all sizes, Marine, River, and<br>Stationary; having sets of patterns of different sizes<br>are prepared to execute orders with quick despatch<br>Every description of pattern-making made at the<br>shortest notice. High and Low-pressure Fine<br>Tubniar, and Cylinder Bollers, of the best Pennsy i<br>vanis charcoal iron. Forgings of all sizes and kinds  |                 |
| Engines, high and low-pressure, from Bolters, water<br>Tanks, Propeliers, etc. respectfully offer their<br>services to the public as being fully prepared to con-<br>tract for engines of all sizes, Marine, River, and<br>Stationary; having sets of patterns of different sizes<br>are prepared to execute orders with quick despatch<br>Every description of pattern-making made at the<br>shortest notice. High and Low-pressure Fine<br>Tubniar, and Cylinder Bollers, of the best Pennsy i<br>vanis charcoal iron. Forgings of all sizes and kinds   |                 |
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| Engines, high and low-pressure, iron Boliers, waten<br>tranks, Propeliers, etc. cscpectully offer their<br>services to the public as being fully prepared to con-<br>tract for engines of all sizes, Marine, River, and<br>biationary; having sets of patterns of different sizes<br>are prepared to execute orders with quick despatch<br>Every description of pattern-making made at the<br>shortest notice. High and Low-pressure Fine<br>Tubniar, and Cylinder Bollers, of the best Pennsy i<br>vanis charcoal iron. Forgings of all sizes and kinds<br>iron and Brass Castings of all descriptions: Roi<br>Turning, Screw Cutting, and all other work connected<br>with the shove business.<br>Drawings and specifications for all work done<br>at the establishment free of charge, and work ginar<br>anteed.<br>The subscribers have ample wharf-dock room for<br>repairs of boats, where they can lie in perfect safety<br>and are provided with shears, blocks, falls, etc. etc.<br>JACOB C, NEAFIE,<br>JOHN P, LEVY.   | · · · · ·       |
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| Tanks, Propeliers, etc. etc. respectfully offer their<br>services to the public as being fully prepared to com-<br>tract for engines of all sizes, Marine, River, and<br>Etationary; having sets of patterns of different sizes<br>are prepared to execute orders with quick despatch<br>levery description of pattern-making made at the<br>shortest notice. High and Low-pressure Fine<br>Tubniar, and Cylinder Bollers, of the best Pennigi<br>vanis charcoal iron. Forgings of all sizes and kinds<br>from and Brass Castings of all descriptions: Roi<br>Turning, Screw Cutting, and all other work connected<br>with the above business.<br>Drawings and specifications for all work done<br>at the establishment free of charge, and work ginar<br>anteed.<br>The subscribers have ample wharf-dock room fo<br>repairs of boats, where they can lie in perfect safety<br>and are provided with shears, blocks, falls, etc. etc.<br>for raising heavy or light weights.<br>JACOB C, NEAFIE,<br>JOHN P, LEVY.<br>8213 BEACH and PALMER Streets.   |                 |
| Engines, angle and low-pressure, iton Boliers, waten<br>tranks, Propeliers, etc. cetc. respectfully offer their<br>services to the public as being fully prepared to con-<br>tract for engines of all sizes. Marine, River, and<br>Stationary; having sets of patterns of different sizes<br>are prepared to execute orders with quick despatch<br>Every description of pattern-making made at the<br>shortest notice. High and Low-pressure Fine<br>training, and cylinder Bollers, of the best Pennsy i<br>vania charcoal iron. Forgings of all sizes and kinds<br>Iron and Brass Castings of all descriptions: Roi<br>Thraining, Screw Cutting, and all other work connected<br>with the shove business.<br>Drawings and specifications for all work done<br>at the establishment free of charge, and work gnar<br>anteed.<br>The subscribers have ample wharf-dock room for<br>repairs of boats, where they can lie in perfect salety<br>and are provided with shears, blocks, falls, etc. etc.<br>for raising heavy or light weights.<br>JOHN P. LEVY.<br>5211 BEACH and PALMER Streets.<br>JOHN P. LEVY.<br>5212 BEACH and PALMER Streets.<br>JOHN R. COPE.<br>SOUTHWARK FOUNDRY, FIFTH ANI<br>WASHINGTON Streets.<br>Patterners   |                 |
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LUMBER.

1967 -SELECT WHITE PINE BOARDS

RAILBOAD LINES, R E A D 1 N G K A I L R O A GREAT TRUNK LINE FROM PHILADELFHAA JU THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS GUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND IHE CANADAS SUMMER ARRANGEMENT OF PASSENGER TRAINS, May 6, 1877, Leaving the Company's Depot, at THIRTEENTE and CALLOW HILL Streets. Philadelphia, at the fol lowing hours-DENNSYLVANIA CENTRAL BAILBOAD UMMEE TIME, TAKING EFFECT JUNE 2, 1867. The trains of the Pennsylvania Central Raylroad any e the Depot, at THIRTY-FIRST and MARKET treets, which is reached directly by the cars of the farket Street Passenger Railway. Those of the Ches-ut and Wainut Streets Railway run within one parce of it. In and Wahn't Street Railway full within the junce of it. On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the evacture of each train. Sieeping Car Tickets can be had on application at he Ticket office, N. W. cor. Ninth and Chesnut streets, Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 6: Chesnut street, or No. 1 South Eleventh street, will cover a street, or No. 1 South Eleventh street, will <text><text><text><text><text><text><text><text><text><text><text>

TRAINS LEAVE DEPOT, VIZ .-

|    | Mail Train  |
|----|---|
|    | Paoli Accommodallon, No. 1                          |
|    | Fast Line and Erie Express                          |
|    | Paoli Accommodation, No. 2                          |
|    | Harrisburg Accommodation. 720 P M                   |
| 1  | Lancaster Accommodation                             |
| ٩. | Parkesburg Train                                    |
|    | Western Accommodation Train                         |
|    | Cincinnati Express                                  |
|    | Erie Mall. 7'30 P. M.                               |
|    | Paoli Accommodation, No. 3                          |
|    | Philadelphia Express                                |
|    | Erle Mall Jeaves dally, except Saturday,            |
|    | Philadelphia Express leaves daily. All other trains |
|    | dally, except Sunday,                               |
|    | The Western Accommodation Train runs daily,         |
|    | except Sunday. For full particulars as to fare and  |
| 21 | accommodations, apply to FRANCIS FUNK, Agent.       |
| ۱. | No 127 DOCK Street                                  |

TRAINS ARRIVE AT DEPOT, VIZ .:-TRAINS ARRIVE AT 1 Cincinnail Express. Erie Mail. Paoli Accommodation. No. 1.... Parkeeburg Train. Lancester Train. Fast Line and Erie Express... Paoli Accommodation, No. 2.... Day Express... Paoli Accommodation, No. 3.... Harrisburg Accommodation.... .. 1'18 A. M 7.10 A. M 8.20 A. M . 9°20 A. 12°40 P. . 1 10 P. 4 10 P. 6 20 P.

--- 6°20 P. M. --- 7'00 P. M. -- 9'50 P. M. For further information apply to JOHN C. ALLEN, Ticket Agent,

JOHN C. ALLEN, Ticket Agent, No. 801 CH ENN UT Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not as sume any risk for Baggage exceeding that amount parel, and limit their responsibility to One Hundred Lollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by abecial contrast.

ov special contract. EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa. 4 29

Florence, At 5 and 10 A. M<sub>22</sub> 4, 4, 5, 6, and 11:80 P. M., for Edge-

water, Riverside, Riverton, and Palmyra, At 5 and 10 A. M., I. 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 10 A, M., 430 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines, Fare, 83. At 8, 10/15 and 11 A. M., 2'30, 3'39, 4'30, 5, and 12 P. M., for Trenten and Bristol. At 8 and 10/15 A. M., 2'30, 5, and 12 P. M.- for Morris-tilla and Tollytoon.

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

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

From Kensington Depot, From Kensington Depot, At & A. M. for Nisgara Falis, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rocnester, Finghamton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudaburg, Water Gap,

etc. etc. At 8 A. M. and 3'30 P. M. for Beividere, Easton,

Lambertville, Flemington, etc. The 230 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate Sta-

tions. Lines from West Philadelphia Depot, via Connect-

Lines from West Printed as follows:-At 1:50 A. M., and 1:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25. The 1:30 A. M. and 6:30 P. M. Lines will run daily. All others, Fundays 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, ages

## RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD,-

At 846 A. M. — Accommodation for Doylestown, stop-ing at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartaville, by this train, take the stage at Old York road. At 10°15 A. M. — Accommodation for Fort Washing-ton, stopping at intermediate stations, At 15° F. M. — Express for Bethehem, Allentown Mauch Chunk, White Haven, Wikesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Cosl regions, Passengers for Greenville take this train to Quaker-town.

town. At 245 P. M.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers take utage at Doylestown for New Hope; at North Wales for Summy lown.

stage at Doylestown for New Hope; at North Wales for Summeylown. At 4 P. M.-Accommodation fo. Doylestown, stop-ping at all intermediate station. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington: for Lumberville at Doylestown. At 5'20 P. M.-Through accommodation for Bethle-hem and all stations on main line of North Pennsyl-vania Kaliroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk. At 6'20 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations.

ping at all intermediate stations. At 11:50 P. M.-Accommodation for Fort Wash-

At 11:30 P. M.-Accommodation for Port that ington. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 9:15 A. M., 205 and 3:46 P. M. 2:05 P. M. train makes direct connection with Lebigh Valley trains from Easten, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 11:20 A. M. arrive in Philadelphis at 2:05 P. M. Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 5:15 P. M., and arrive in Philadelphis at 8:40 P. M.

Reacting at \$'00 A, M., returning from Reacting at \$'12 P.M. CHESTER VALLEY RAILBOAD, Passengers for Downingtown and intermediate points take the 7'30 A, M., and 5'60 P, M. trains from Philadelphia, returning from Downingtown at 6'10 A. M. and 1'00 P, M. NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST Leaves New York at 9 A, M, and 5 and 8 P, M. passing Reading at 1'80 A, M and 1'30 and 10'06 P, M. and connecting at Harrisburg with Pennsylvanis and Northern Central Railroad express trains for Pitts-burg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 3 and 8'55 A. M. and 9 P. M., passing Reading at 4'4 and 10'80 A. M., and 4'90 and 1'16 P. M., and at'4'4 and 10'80 A. M., and 4'91 and 1'40' and 5'20 P. M Siecplingcars accompany these trains through betwees Jerney City and Pittsburg, without change. A mail train for New York leaves Harrisburg at 2'h P. M. Mail train for Harrisburg leaves New York at 2'M. Passengers leave Wilkesbarre at 130 P. M., connect at Bethlehem at 615 P. M., and arrive in Philadelphia at 840 P. M. From Doylestown at 825 A. M., 540 P. M., and '40 P. M. From Fort Washington at 1150 A. M. and 305 P. M. Brindelphia for Bethlehem at 930 A. M. Philadelphia for Bethlehem at 930 A. M. Philadelphia for Deylestown at 245 P. M. Doylestown to Philadelphia at 720 A. M. Bethlehem to Philadelphia at 730 A. M. 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. Tickets soit, and Baggage checked through to prin-cipal points at Main's North Pennsylvania Baggage Express Office, 114 DefileDefileA. WILMINGTON AND BAL-

 Image: Process of the second state of the s

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 marileniar apply in

At 25 per cent, discount, between any points desired for families 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 tweive months, for holders only, to all points, at reduced rates. Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare. Stopping at all Stations between Philadelphia and Wilmington.
 Leave Philadelphia at 12'80, 2'00, 4'30, 6'00, and 11'30 (daily) P. M. The 4'30 P. M. Train connects with belaware Baliroad 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, 5'35 A. M., Express, 2'16 P. M., Express, 6'35 P. M., Express, 6'35 P. M., Express, 6'35 P. M., Express, 6'35 P. M., Express, Construction of the station of t

11 Or to THOS. T. SEARLE, NO. 217 WALNUT THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-FAN Y'S REGULAR SEMI-MONTHLY LIFE, FOR WILLMINGTON, N. C. The steamship PIONEER, 812 tons, Captain J. Ben-nett, will leave for the above port on Thurday, 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 William L. JAMES, General Agent. WILLIAM L. JAMES, General Agent. No. 314 S, Delaware aveaue,

Leaves Baltimore at 555 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washing-ton 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. 525 CHESNUT Street, under the Continental Hotel, where also state rooms and betths in sizeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggagetclecked at their residence by the Union Transfer Company. 452 H. F. KENNEY, Superintendeut, CHORTEST ROUTE TO THE SEA-SHOPFI

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILBOAD. On and atter MONDAY, September 2, 1867, trains will leave VINE Street Ferry, as follows;-

TO PERSONS GOING OUT OF TOWN.

CALL AT SMITH'S,

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AND

FITLER, WEAVER & CO.,

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Manilla and Tarred Cordage, Cords

Twines Etc.

NO. 23 North WATER Street, and No. 22 North DELAWARE Avenue, PHILADELPHIA. MICHAEL WEAVER, CONBAD F CLOTHIES. 214

COTTON AND FLAX, BAIL DUCK AND CANVAS; Of all numbers and brands. Tent Awning. Trank, and Wagnon Cover Duck, Also, Paper Magutactorers' Drier Fells, from one toseven fast wide; Paniing, Belting, Seil Wiles, etc. JOED W, EVERMAN & CO NO: Isratis we at

BO, MISON ELAI

BO. 510 RACE STREET. 310mwf

CHECKEB BOABDS ETC.

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STATIONERY

**PORTFOLIOS** 

greatly reduced prices.

tic Accommodation 415 P. M. BETURNING-LEAVES ATLANTIC:

Mail. Freight ..... STEAM TO LIVERPOOL-CALL-ing at Queenstown.-The inima Line, sall-ing at Queenstown.-The inited Status Mails. CITY OF BOSTON Saturday, September II OTTY OF BOSTON Saturday, September II OTTY OF BOSTON Saturday, September II OTTY OF HALTIMORE Saturday, September II OTNRURGH Saturday and Woinsday, at and each succeeding Saturday and Woinsday, at more, from Preve, 45, North River. RATES OF PASSA By the mail steamer salling every Saturday. First Cable in Gold. Payable in Currency. First Cable in Gold Steamerst.-First Cable, in Jondon 1051 To London 45 To London 1051 To London 45 To London 1051 To London 45 To London 1051 To London 45 To Steerage, 850. Payable in Currency. Massace by the Wednesday Steamerst.-First Cable, ine Steerage, 850. Payable in Currency. Massace by the Wednesday Steamerst.-First Cable, ine Steerage, 850. Payable in Currency. Tates a passage from Havre, Hansutts, Bre-ine, at moderate rates. To ruther infends. Mathematical apply st the Company's More, No. 15 BROAD WAY, N.Y. Mathematical apply st the Company's More, No. 15 BROAD WAY, N.Y. Mathematical apply st the Company's More, No. 15 BROAD WAY, N.Y. Mathematical apply st the Company's More, No. 15 BROAD WAY, N.Y. Mathematical apply st the Company's More, No. 15 BROAD WAY, N.Y. Mathematical apply st the Company's More, No. 15 BROAD WAY, N.Y. Mathematical apply st the Company's More, No. 15 BROAD WAY, N.Y. Mathematical apply st the Company's Ma STEAM TO LIVERPOOL CALL

7

SHIPPING

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

LINE. FOR NEW ORLEANS, LA. JUNIATA. 1215 tons, Capitain P. F. Hoxis, TIOGA. 1075 tons, Capitain J. F. Morse, STAR OF THE UNION, 1076 tons, Capitain T. H.

The TIGA will leave for New Orleans on SATUR-DAY, September 7, from Pier 1s (second wharf below Spritce street). The STAR OF THE UNION will leave New Or-

The STAR OF THE UNION will leave new or-leans for this port September 7. Through bills of lasing signed for freight to Mobile, Gairo, St. Louis, Vicksburg, scempnis, Nashville Cairo, St. Louis, Louisville, and Chorinnath WILLIAM L. JAMES, General Agent, CHAS. E. DILKES, Freight Agent, 411] No. 314 S. Delaware avenue. Agents at New Orleans, Creevy, Nickerson & Oo.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. THROUGH AUR LINE TO THE SOUTH AND WEST THROUGH RECEIPTS TO NEWBERN. Also all points in North and South Carolina, via Scaboard and Roanoke Railroad, and to Lynchurg, Va., Temessee and the West, via Nortolk, Peters-burg, South-Side Railroad, and Richmond and Daa-ville Railroad.

burg, South-Side Railroad, and Richmond and Dan-ville Railroad. The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. Steamships insure at lowest rates, and leave regu-larly from first wharf above Market street. Freiert proceed daily.

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

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

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR LINE **FOR SAVANNAH, GA.** TONAWANDA, 500 tons, Capitaln Yan. Jennings. WYOMING, 800 tons, Capitaln 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 thickets sold, and freight taken for all points in connection with the Georgia Central Rait-road. WILLIAM I. JAMES, General Agent, CHAS, E. DILKES, Freight Agent, CHAS, E. DILKES, Freight Agent, CHAS, E. DILKES, Freight Agent, Agents at Savannah, Hunter & Gammell, 41

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

For particulars apply to TAPSCOTTS, BROTHERS & CO., No. 36 SOUTH Street, and No. 23 BROADWAY, 11 Or to THOS. T. SEARLE, No. 217 WALNUT

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria irom the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

farket street. Freight received daily. No. 14 North and South Wharves, J. B. DA VIDSON, Agent at Georgetown. M. ELDRIDGE & Co., Agents at Alexandria, Vinia.

OPPOSITION TO MONO POLY-DAILY LINE FOR BAITI-MORE, via Chesapeake and Dem-ware Canal. MORE, via Chesapeake and Dem-ware canal. 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. (Sundays excepted). Carrying all description of Freight as low as any other fine. 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 Merchandles, Horses, Carriages, etc. etc.

For further information apply to JOHN D, RUOFF, Agent, 5 16 No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELA-ware and Raritan Canal. Express Steamboat Company Steam Propellers leave Daily from inst whart below 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. WM. P. CLYDE & CO., Agents, No. 14 South Wharves.

FOR NEW YORK.-SWIFT-SURE Transportation Company De-spatch and Swiftaure Lines, via Dela-ware and Karitan Canal, on and after the 15th of March, leaving daily at 15 M, and 5 P. M., connecting with all Northern and Eastern lines. For freight, which will be taken on accommodating terms abbly to

TO SHIP CAPTAINS AND OWNERS. —The undersigned having lessed the KEN. —The undersigned having lessed the KEN. SINGTON SCREW DOCK, begs to inform his friends and the pairons of the Dock that he is prepared with moreused facilities to accommodate those having ves-sels to be raised or repaired, and being a practical ship-carpenter and canliker, will give personal atten-tion to the vessels our repaired. The factor is the transformed to the factor of the factor is to be raised or repaired to the factor is the vessels to repaired. The factor is the transformed to the factor is the transformed to the factor more servation of vessels bottoms, for this city, I and prepared to furnish the same on reasonable terms. Mension Screw Dock. 11 DELAWARE Avenue, above Langel street.

T. STEWART BROWN, S.E. Corner of POURTH and OHESTNUT ST

TRUNKS, VALISES, and BAGS suitable for Europe Travel. (Formerly at 708 CHESTNUT ST.)

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WILLIAM M. BAIRD & CO., No. 123 S. DELAWARE Avenue.

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JAMES HAND, Agent, No. 104 Wall stress, New York.

terms, apply to

1.12

611

on, and the SouthWest. earners leave regularly from the first wharf above

Jail in and for the District of Columbia, autho-rized and provided for by the act of Congress, approved July 25, 1866, and the joint resolution approved March 2, 1867. The designs, detail, drawings, and specifica-tions can be seen at the architect's office, in the eastern grounds of the Capitol, Washington city, every day, except Sundays, between the hours of 9 A. M. and 3 P. M. Separate bids will be received for the ma-sonry work, brick work, iron work, and car-

sonry work, brick work, iron work, and car-

sonfy work, brick work, non work, non work, pentry work. The contractor whose bid may be accepted will be required to enter into a sufficient bond, to be approved by the Secretary of the Interior, for the faithful completion of his contract. Payments will be made as the work progresses, on estimates certified to by the architect; but twenty per centum of the estimates will be retained until the contract is completed. The contract will be awarded to the lowest

responsible bidder, but the Department re-serves the right to reject any or all of the bids should it be deemed for the interest of the

Government to do so. The bids will be opened at noon on the 18th day of September next, in presence of such of the bidders as may choose to attend. Proposals should be endorsed on the envelope "Proposals for New Jail," and be directed to the "Beoretary of the Interior. Washington. "Secretary of the Interior, Washington,

|              | O. H. BROWNING,                 |
|--------------|---------------------------------|
| 8 21 t 9 17  | Secretary of the Interior.      |
| O #A \$47.88 | the second of the second second |

COAL.

B. MIDDLETON & CO., DEALERS IN COAL Kept dry under cover. Prepared expressive for family use. Yard, No. 122 WASHINGTON Avenue. Office, No. 514 WALNUT Street. 724

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CO.'S AUTOMATIC GAS FERRE - 46 MACHINES

FOR PRIVATE RESIDENCES, MILLS, HOTELS, CHURCHES, ETC.,

FURNISHING FROM ONE TO SIX HUNDRED

LIGHTS, AS MAY BE REQUIRED.

This machine is guaranteed; does not get out of order, and the time to manage it is about five minutes a week.

The simplicity of this apparatus, its entire freedom from danger, the cheapness and quality of the light over all others, have gained for it the favorable opinion of those acquainted with its merits. The names of those having used them for the last three years will be given by calling at our OFFICE,

NO. 105 SOUTH FOURTH STREET, Where the machinos can be seen in operation.

FERRIS & CO., Box 401 P. O.

7 Stutheam Send for a Pamphlet.

W. I L L I A M E. G E A N T COMMISSION MERCHANT, No. M E. DELAWARE AVENUE, Philadelphia, AGENT FOR Dupont's Gunpowder, Refined Nitre, Charcoal, Eio W. Baker & Co.'s Chocolate, Cocos, and Broma, Crocker Bros. & Co.'s Yellow Metal Sheathing Bolts, and Nalla,

Iron Frame Roofs for Gas Works, Workshops, and

Reformed Stations, etc. Reformed and Gas Machinery, of the latest and most

improved construction. Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Paus, Open Steam Trains, Defecators, Filters, Pumping Eu-

gines, etc. Sole Agents for N. Billeux's Patent Sugar Bolling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine. 6300

BEIDESBURG MACHINE WORKS NO. 65 N. FRONT STREET.

PHILADELPHIA.

We are prepared to fill orders to any extent for our

MACHINERY FOR COTTON AND WOOLLEN MILLS, Including all recent improvements in Carding, Spin ning, and Weaving. We invite the attention of manufacturers to our ex-tensive worsa, 12 ALFRED JENES & SON.

## LEGAL NOTICES.

IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA. EDMOND J. GODOWN to the use, vs. JAMES L. MOSES, Ven. Ex. June Term, 1867. No. 188.

MOSES, Ven Ex. June Term, 1867. No. 138. The undersigned appointed to distribute the fund arising from the Sheriff's sale in the above case of all that certain two-story brick store and dwelling-house and lot whereon the same is crected, situate on the northwest corner of Haverlord and Somerset streets, Twenty-fourth Ward. Philadelphia, containing in frent on Haverlord street 23 feet, and in depth 10 feet, will attend to the duties of his appointment on MON-DAY, September 16, 167, at 4 o clock P. M. at his office, No. 129. FIFFHH Street, in the city of Phila-delphia, when and where all partles interested must make their claims, or they will be debarred from coming in on said fund. D. P. BROWN, JR., 9 2 lot

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADEL

THE CITY AND GOURT PHIA. AMANDA BENNETT vs. JERVIS H. BENNETT. March Term, 1857, No. 11-In Divorce. To JERVIS H. BENNETT. Respondent-Take notice of a rule has been granted in the above case, returnable on MONDAY. September 16, 1867, at 10 o'clock A. M., to show cause why a divorce a vincello matrimonil should not be decreased in Sind Case. EDGAR E. PETIT, Autorney for Libellant.

Attorney for Libellant. 93 toths 5t<sup>®</sup>

ESTATE OF CHARLES S. LUKENS, DE-Letters of Administration upon above Estate having been granted to the undersizued, all persons indebted to said Estate are requested to make pay-ment without delay; and all persons having claims against said Estate to present fluen to ALBERT E. LUKENS, Administrator, Quakertown, Bucks county, Pa, or to his Attorney, ISAAC GERHART, 81 thet No. 126 S. SIXTH Street, Philadelphia.

# STOVES, RANGES, ETC. CULVER'S NEW PATENT

### DEEP SAND-JOINT HOT-AIR FURNACE.

RANGES OF ALL SIZES.

Also, Philegar's New Low Pressure Steam Heating Apparatus. For sale by

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5102 THOMPSON'S LONDON KITCHENER; OR EUROPEAN RANGE, for Families, Ho-tels, or Public Institutions, in TWENTY DIF-FERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Hesters, Lowdown Grates, Fireboard Stoves, Bath Bollers, Stewhole Plates, Streboard Stoves, Bath Bollers, Stewhole Plates, Bollers, Cooking Stoves, etc., wholesale and retail, by the manufacturers, SHARPE & THOMSON, 527 stuthem No. 229 N, SECOND Street.

the manufacture 527 stuthem PRIVY WELLS-OWNERS OF PROPERTY. The only place to get Privy Wells cleaned and disinfected at very low prices.

L PEYSON, Manufacturer of Pondrette, GOLDSMITH'S HALL, LIBRARY Street

Commencing TUESDAY, September 3, 1887. 4\*00 P.M. Cape May, Passenger. RETURNING TRAINS LEAVE CAPE ISLAND, 9:00 A. M. Morning Mall. The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 700 A. M., returning leaves Cape Island at 500 P. M. Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J. Through tickets can be procured at No, \$25 Chesnut street (under the Continental Hote). Persons purchasing tickets at this office can nave their pag-sage checked at their residences.

Bridgeton at their residences.
 WEST JERSEY RALLROAD LINES, from foot of MARKET Street (Uoper Ferry), Commencing TUESDAY, September 3, 1857.
 Stos A. M. Morning Mail, for Bridgeton. Salem, Millville, Vineland, and Intermediate stations.
 Stop P. M. Bridgeton and Salem Passenger.
 Wo P. M. Cape May Passenger.
 Wo P. M. Goodbury Accommodation.
 Cons May Freicht laaves Camdoa to 20 A. M.

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

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

Freight Delivery, No. 225 S. DELAWARE Avenue 721f WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILROAD.

TIME TABLE, On and after Wednesday, May 1, 1867. FOR GERMANTOWN, Leave Philadelphia 6, 7, 8, 9765, 10, 11, 12 A. M. 1, 55, 55, 45, 55%, 670, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 75%, 8, 820, 9, 10, 11, 12 A. M 1, 2, 3, 4, 45, 6, 65%, 7, 5, 9, 10, 11 P. M. The \$20 Down Train and 35% and 5% Up Trains will not stop on the Germantown Branch. ON SUNDAYS.

The s<sup>20</sup> hown Train and 3% and 5% Up Trains will not stop on the Germantown Branch. ON SUNDAYS.
 Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
 Leave Germantown 8% A. M. 1, 6, 3% P. M.
 CHESNUT HILL RAILBOAD.
 Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 9 and 11 P. M.
 Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 146.
 340, 540, 540, 840, and 1040 P. M.
 Cons UNDAYS.
 Leave Philadelphia 9% A. M. 2 and 7 P. M.
 Leave Chesnut Hill 750 A. M. 1240, 540, and 928 P.M.

Leave Chesnut Hill 7'50 A. M. 12'40. 5'40, and 9'28 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7's, 9, and 11'06'A. M. 15's, 4, 18's, 6's, 5'05, and 11's P. M. Leave Norristown 5'40, 7, 7'60, 9, and 11 A. M. 15's, 8, 19's, 6's, and 5's P. M. Con SUNDAYS. Leave Philadelphia 9 A. M., 5'30 and 9'15 P. M. Leave Norristown 7'A. M., 5'30 and 9'16 P. M. Leave Norristown 7'A. M., 5'30 and 9'16 A. M. 15's, 8, 19's, 6's, 5'05, 8's, and 11's P. M. Leave Philadelphia 6, 7's, 9, and 11'06'A. M. 15's, 8, 19's, 5's, 6's, 8's, 6's, and 11's P. M. Leave Manayunk 6'10, 7's, 8'20, 9's, and 11'6' A. M. 2's, 3's, 5, 6%, 9, and 10's P. M. Leave Manayunk 7's A. M. 2's and 7's P. M. Leave Philadelphia 9 A. M. 25's and 7's P. M. Leave Manayunk 7's A. M. 6's and 9's P. M. Leave Manayunk 7's A. M. 6's and 9's P. M. Leave Manayunk 7's A. M. 6's and 9's P. M. Leave Manayunk 7's A. M. 6's and 6REEEN Streets, 3'' Depot, NINTH and GREEEN Streets,

PHILADELPHIA AND ERIE RAILROAD .-

SUMMER TIME TABLE. Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great oil Region of Pennsylvania. ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Eric Hailroad will run as bollows:-

4'30 A. M. 4'08 P. M. 

S'10, P. M

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

P. M. Mail train for Harrisburg leaves New Yorl at 12 M. SCHUYLKILL VALLEY RAILROAD, Trains leave Poltsville at 7 and 11 30 A. M., and 7'n P. M., returning from Tamaqua at 7'35 A. M. and 1's and 4'15 P. M. ScHUYLKILL AND SUSQUEHANNA RAILROAL Trains leave Auburn at 7'50 A. M. for Pinegrove and Harrisburg, and 1'50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3'20 P. M., and from Tre-mont at 7'35 A. M. and 5'25 P. M. Through first-classifickets and emigrant tickets to al the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and

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

Trains, by Reading and Pottstown Accommodation trains, at reduced rates. The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadeiphia, or of G. A. NICOLLS. General Superintendent, Keading:-COMMUTATION TICKETS

and WILLOW Streets. FREIGHT TRAINS Leave Philadelphia daily at 530 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Potta-ville. Port Clinton, and all points forward. Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M. 45

W EST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. SUMMER ARRANGEMENT. On and sther MONDAY, June 20, 597, Trains with leave Depoi, TH IRTY-FIRST and CHESN UT Streets, West Philadelphia for West Chester, at; . A. M., 11 A. M. 230 P. M., 415 P. M., 450 P. M., 700 P. M. and 1020 P. M.

A. M., 230 P. M., 415 P. M., 450 P. M., 700 P. M. and 1030 P. M.
Leave West Chester for Philadelphia, from Depo-on East Market street, at 655 A. M., 715 A. M., 730 and 1040 A. M., 155 P. M., 450 and 650 P. M.
Trains leaving West Chester at 730 A. M., and leav-ing Philadelphia at 950 P. M., will stop at B. C. June-tion and Media only.
Fassengers to or from stations between West Ches-ter and B. 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., and transfer at B. C. Junction.
Leave Philadelphia for Media at 530 P. M.
Leave Media for Philadelphia at 640 P. M.
Stopping at all stations.

Leave Media for Philadelphia at evo P. M. Stopping at all stations. The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to dea arture.

 

 Freight
 11 % A. M.

 Accommodation
 5%5 A. M.

 Junction Accommodation to Jackson and interme 5%5 A. M.

 diate Stations leaves Vine street
 5%0 P. M.

 Returning leaves Jackson
 6%2 A. M.

 H A DDONFIELD ACCOMMODATION TRAINS
 6%2 A. M.

 Leave Vine street st.
 10%5 A. M., 2%0 P. M.

 SUNDAY MALL TRAIN TO ATLANTIO CITY
 100 P. M.

 Leave Haddonfield at.
 10% P. M.

 SUNDAY MALL TRAIN TO ATLANTIO CITY
 10% P. M.

 Leaves Vine street at 7%0 A. M., and Atlantic at 4%0 P. M.
 10% P. M.

 Fare to Atlantic \$2
 Round Trip Tickets, good only for the day and train on which they are taned, \$3,

 Tickets for sale at the Office of the Philadelphia
 100 coal Express Company, No, 625 CHHESNUT Street, Continental Hotel.

 The Philadelphia Local Express Company, No, 625 CHHESNUT Street, will call for baggage in any part of the city and suburbs, and check toh otel or cottage at Atlantic City
 D, H. MUNDY, 624 td

 street, the last call connect thirty minutes previous to front and Market streets thirty minutes previous to detarture. The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down the and Anboy RR, office, at Wainut street whard, passing out Wainut street to the depot. ON SUNDAYS Leave Philadelphia at 5% A. M. and 2 P. M. Leave West Chester at 755 A. M. and 2 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 715 A. M. and 450 P. M., connect at B. C. Jonetion with trains on P. and B. C. R. for Oxford and intermediate points. The A. Buggage, and the Company will not in any only, as baggage, and the Company will not in any orac de responsible for an amount exceeding one hum-dred collars, unless a special contract is made forths cance. A 135

General Superintendent,

 430
 General Superintendent.

 PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangements.
 On and atter SATURDAY, June 1, 1867, Trains will exceed the start RAILROAD.—Summer Arrangements.

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 On and atter SATURDAY.

 Inter SATURDAY.
 June 1, 1867, Trains will exceed the start of the s

ANNAMESSIC SHORT LINE

AND United States Mail Route to the South

and Southwest.

On and after JULY 8, tra,'us will leave Depot Phila-delphis, Wilmington, and Balt, more Railroad, BEOAD

Street and WASHINGTON Ave. 788, at 11 P. M., connecting closely with Express train's for the principal cities South, including Wilmington, N. C., Goldaboro

Newbern, Charleston, Savannah, Rale, 'gh, Charlotte,

Newbern, Charleston, Savannah, Rais, var, Captotta, Columbia, Macon, Augusta, Montgon ery, Mobile New Orleans, and intermediate pointa. For tokets and information inquire at On.<sup>3</sup>cea. Nos it and SS CHESNUT Streed, or at Depot. <sup>9</sup>BOAD street and WASHINGTON Avenue. H. V. TOMPKINS, General Passenger Age.<sup>15</sup>.