LONG YEARS AGO. All for a pretty girlish face, Two cheeks of rosy hue, Two laughing lips of vermeil tint, And eyes of heaven's blue; All for a little dimpled chin, A round throat snowy fair. A darling mouth to dream upon, And glorious golden hair ;

And gentle fluttering sighs; All for the promise made to me By story-telling eyes; All for that pretty girlish face, For a hand as white as snow,

All for a tender cooing voice,

I dreamed a foolish dream of love, Long, long years ago. -Dublin Unversity Magazine.

LONDON DRAMATIC CRITICS. There is a very prevalent notion, fostered by many journals which abuse the tone and style of contemporary dramatic criticism, that nearly all the critics on the metropolitan press are playwrights, whose want of independence is mainly due to the dealings they have with managers. This is a mistake, and, more, it is an injustice. With two or three exceptions, our dramatic critics are men who never write plays for the stage, or for the pigeon-holes of a manager's desk. They enter into no competition with the authors they are called upon to criticize; and, if their judgment is biased in any way, it is by personal more than by pecuniary influences. Mr. Dumphy, the dramatic critic of the Morning Post, is not a playwright, and Mr. Desmond Ryan, who represents the Standard and Herald, and is a musical as well as a dramatic critic, never wrote a drama or an operetta. Mr. E. L. Blanchard, of the Daily Telegraph, supplies pantomimes very regularly to Drury Lane Theatre, but does no other dramatic work. Mr. F. G. Tomlins, who represents the Morning Advertiser, wrote a tragedy called Garcia; or, the Noble Error, many years ago, but has never repeated the error; and Mr. J. Hollingshead, who writes the dramatic notices for the Daily News, is the author of one farce, produced in 1858, and has never written another. The Pall Mall Gazette is represented by Mr. G. H. Lewes, and the Globe by Dr. Granville, both unconnected with stage writing. The principal critics on the London daily press who are active dramatic authors are Mr. John Oxenford, of the Times, and Mr. Leicester Buckingham, of the Morning Star. Mr. Oxenford is an accomplished author and adapter, whose writings would be accepted and paid for at the market price, even if he had no connection with the Times; and Mr. Buckingham's connection with the Star can have very little effect upon managers. As one of Mr. Webster's chief toadies, he probably secured early attention for his translations, and the way in which he made the Democratic freetrade organ play a few weak protectionist tunes, when the Music Hall versus Theatres controversy was in its infancy, was worthy of some little reward. The Star has since wisely

The weekly papers are represented by writers who have quite as little to do with stage business. The Examiner critic is Mr. Henry Morley, who reads plays, but never writes them. The Despatch is represented by Mr. Bayle Bernard, a conscientious and retired dramatist. The Weekly Times' notices are written by Mr. F. G. Tomlins. Mr. Sidney Blanchard represents Lloyd's. The Athenœum and the Illustrated London News both obtain their dramatic criticism from Mr. J. A. Heraud, a mystic dramatist, who occasionally at the minor theatres. The Saturday Review obtains its dramatic matter from Mr. John Oxenford. The Spectator theatrical notices are very rare, except when Miss Kate Terry is acting. The Illustrated Times is represented by Mr. W. S. Gilbert, a young burlesque writer. The Era and the Sunday Times, both professedly theatrical papers, and bound to praise everything, may be left out of the catalogue. The Observer is represented by a gentleman of taste, who is not a dramatic author, but simply an old playear. The author, but simply an old playgoer. The sporting papers may be passed by; and the religious papers never meddle with anything so abandoned as public amusements.

discovered that it cannot safely be conservative when even the Morning Herald is liberal

on this subject.

Out of this long list of newspapers, daily and weekly, only three are represented by active dramatic authors, and only six, including those three, by dramatic authors pas-sive and active—a sufficient answer to those who assert that the hope of selling pieces, mostly translations from the French, at fancy prices, is the chief cause of newspaper critical mildness. Dramatic authors, far from being gentle judges of the work of their fellow-crafts men, are often remarkable for Draconian severity. Mr. Tom Taylor is the most prolific modern dramatist, with the exception of Mr. Boucicault, and when he gets an opportunity of passing judgment upon a contemporary drama, he is far from being merciful. His criticisms in the now defunct Reader were full of spleen and indignation, and his notices in the Times (during the illness of Mr. Oxen-ford) of A Wild Goose, at the Haymarket, and of the defects of stage management at the Adelphi, when his own drama of Henry Dunbar was revived, were like galvanic shocks to the readers of the leading journal. The public, used to nothing but critical sugar, were not prepared for this sudden dose of bitters, and the change of diet was evidently a mystery to the uninitiated.

All the writers named above have their individual peculiarities apart from the system of criticism they are supposed to uphold. Mr. Oxenford is a graceful and scholarly writer, never eager to use the admitted power of his journal to crush an actor or an author. Having written for the same paper for nearly thirty years, and being a sensible, observant, and cantious, not to say timid, man, it is almost unnecessary to remark that he is thoroughly imbued with the spirit of the Times newspaper. On the first night of a new drama he is not so anxious to ascertain whether the play is bad er good, when judged by a high literary standard, as to see whether it is accepted by the public, and has the chance of becoming popular. If it will "run" a hun-dred nights, it is quite good enough for the Times, and the analytical criticism is reserved

for the pages of the Saturday Review.

Mr. Dumphy's criticisms in the Morning Post are the work of a thoughtful reading man, whose natural amiability is often sorely tried by the rubbish he is compelled to witness. Mr. F. G. Tomlins is one of the most accomplished Shakespearian scholars on the London press, and one of the most genial humorists. If his dramatic notices in the Morning Advertiser do not more frequently show traces of fun and culture, it is because they have to be written hurriedly very late at night, or because the dramas produced seldom justify any writing beyond the merest reporting. Mr. Desmond Ryan, the dramatic critic of the Standard and Herald, is a writer of great experience, with no very strong opinions,

except in conversation; and Mr. E. L. Blanchard, of the Daily Telegraph, is a writer of equal experience, who represents a journal of enormous circulation, and is careful not to use his power recklessly. Mr. Leicester Buckingham, who represents the Star, is very fond of long words, and rings the changes on "emo-tional facial" and "facial emotional," until he confuses himself and his readers. He can write an able criticism when he likes, but his prevailing faults are a weakness for praising everything in petticoats that is good looking, and a passion for scolding that is almost feminine.—John Hollingshead in "The Broadway."

LUMBER.

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LEGAL NOTICES.

TN 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. 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 erected, situate on the northwest corner of Haveriord and Somerset streets, Twenty-fourth Ward, Philadelphia, containing in frent on Haverford street 25 feet, and in depth 110 feet, will attend to the duties of his appointment on MON-DAY, September 16, 1867, at 4 O'clock P. M. at his office, No. 129 S. FIFTH Street, in the city of Philadelphia, when and where all parties interested must make their claims, or they will be debarred from coming is on said fund.

D. P. BROWN, JR.,
9 2 10t

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OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions. In TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges,
Hot-Air Furnaces, Portable Heaters, Lowdown Grates,
Fireboard Stoves, Bath Boilers, Stewhole Piates,
Boilers, Cooking Stoves, etc., wholesale and retail, by
the manufacturers.

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The only place to get Privy Wells cleaned and claimfected at very low prices.

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RAILROAD LINES,

DENNSYLVANIA CENTRAL RAILROAD SUMMER 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 Pansenger Railway. Those of the Cheenut and Walnut Streets Railway run within one on Sundays.—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Cheshui streets. Agents of the Union Transfer Company will call for and cellver bagage at the Depot. Orders left at No. 201 Chesnut street, or No. 1 South Eleventh street, will receive at entire to the Company will call for an experiment of the Company will be considered to t

daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 197 DOCK Street.
TRAINS ARRIVE AT DEPOT, VIZ.:—
118

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JOHN C. ALLEN, Ticket Agent,
No SOI CHESNUT Street.
SAMUEL H. WALLACE,

Ticket Agent at the Depot,
The Pennsylvania Railroad Company will not as
sume any risk for Bazgage, except for Wearing Ap
parel, and limit their responsibility to One Hundred
bollars in value. All Baggage exceeding that amount
a value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS. General Superintendent, Altoona, Pa.

lorence. At 5 and 10 A. M., 1, 4, 5, 6, and 11:20 P. M., for Edgewater, Riverside, Riverton, and Paimyra, 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:—
Atll A. M., 430 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines.

Fare, 43.
At 8, 10 15 and 11 A. M., 2 30, 3 30, 4 30, 5, and 12 P. M., for Trenten and Bristol.
At 8 and 10 15 A. M., 2 30, 5, and 12 P. M., for Morrisville and Tullytown.
At 8 and 10 15 A. M., 2 30, 4 30, 5, and 12 P. M., for Schencks.
At 10 15 A. M., 230 and 5 P. M., for Eddington.
At 730 and 10 15 A. M., 230, 4, 5, 6, and 12 P. M., for
Cornwell's, Torresdale, Holmesburg, Tacony, Wissi
noming, Bridesburg, and Frankford, and at 8 P. M.
for Holmesburg and intermediate stations.
BELVIDERE DELAWARE RAILROAD LINES, At & A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elnira, Ithaca, Owego, Rochester, Binghamton Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scrauton, Stroudsburg, Water Gap,

At 8 A. M. and 3'30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.
The 3'39 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethleem, etc. At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connecting Hallway, will leave as follows:—
At 120 A. M., and 130 and 630 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$3 25. The 130 A. M. and 630 P. M. Lines will run daily. All others, Sundays excepted.
July 10, 1867. WM. H. GATZMER, Agent.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).
Commencing TUESDAY, September 3, 1867. 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 700 A. M., returning leaves
Cape Island at 300 P. M.

Cape Island at 5'00 P. M.

Commutation tickets, good for ONE, THREE, or
TWELVE months, can be procured at the Office of
the Company, Camden, N. J.

Through tickets can be procured at No. 828 Chesnut
street (under the Continental Hotel). Persons
purchasing tickets at this office can have their pagwest Jersky Railroad Lines,

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 3, 1857.

850 A. M. Morning Mail, for Bridgeton, Salem, Milvhie, Vineland, and tolermediate stations.

830 P. M. Bridgeton and Salem Passenger, 440 P. M. Cape May Passenger.

850 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 920 A. M. West Jersey Freight Train leaves Camden at 1156 A. M.

A. M. Freight will be received at Second Covered Wharf below Walnut street, from 7:00 A. M. until 5:00 P. M. Freight received before 9:00 A. M. will go forward the samë day. Freight Delivery. No. 228 S. DELAWARE Avenue 7 2 tf WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI

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

ELEGANT SLEEPING CARS on all Night Trakus. Gn and after MONDAY, April 29, 1867, the trains on the Philadelphia and Eric Railroad will run as follows:—

WESTWARD,

Mail Train leaves Erie.
" leaves Williamsport....
" arrives at Philadelphis

RAILROAD LINES,

READING RAILBOA R A D 1 N G R A 1 L R O A
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
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QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ABRANGEMENT OF PASSENGER
TRAINS, May 6, 1867,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets Philadelphia, at the following hours:—

At race Company a Depot, at Thirk LENTH and CALLOWHILL Streets. Philadelphia, at the following hours:—

MORNING ACCOMMODATION,

At race A. M., for Reading and intermediate Stationa. Returning, leaves Reading at 620 P. M., arriving in Philadelphia at 640 P. M.

MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanon, Harrisburg Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Embira, Rochester, Nagara Falla, Buffald Allentown, Wilkesbarre, Pitiston, York, Carlisie, Chambersburg, Hagerstown, etc. etc.

This train connects at HRADING with East Pennayivania Kaiiroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Hairoad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Comberland Valley and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS AFTERNOON EXPRESS

Leaves Philadelphia at 5-20 P. M., for Reading Pottsville, Barrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION
Leaves Potsatown at 5-20 A. M., stopping at intermediate Stations; arrives in Philadelphia at 5-20 A. M. Returning, leaves Philadelphia at 5-20 P. M.; arrives in Pottstown at 5-45 P. M.

READING ACCOMMODATION
Leaves Reading at 7-20 A. M. stopping at all years.

READING ACCOMMODATION
Leaves Reading at 7:09 A. M., stopping at all way
stations, arriving at Philadelphia at 10:15 A. M.
Retorning, leaves Philadelphia at 5:00 P. M.; arrives
n Reading at 7:45 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A. M. and Pottaville at 8:50 A. M., arriving in Philades phia at 1:00 P. M. Afternoon trains leave Harrisburg at 2:10 P. M., Pottaville at 2:45 P. M., arriving in Phila delphia at 6:46 P. M. HARRISBURG ACCOMMODATION

HARRIBURG ACCOMMODATION
Lesves Reading at 715 A. M., and Harrisburg at 710 P. M. Connecting at Reading with Alternood Accommodation south at 626 P. M., arriving in Philadelphia at 910 P. M.

Market train, with passenger car attached, leaved Philadelphia at 1245 moon for Pottsville and all way stations. Leaves Pottsville at 700 A. M. for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted. Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 326 P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 426 P. M.

CHESTER VALLEY RAILROAD.

Reading at 500 A. M., returning from Reading at 422 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., and 5-50 P. M. trains from Philadelphia, returning from Downingtown at 6-10 A. M. and 1-50 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 1-30 A. M and 1-30 and 10-06 P. M. and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, a sand 8-45 A. M. and 9-P. M., passing Reading at 4-4 and 1-30 A. M., and 4-9 and 11-16 P. M., and arriving in New York at 10-10 A. M., and 4-40 and 5-20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change,

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

SCHUYLEILL VALLEY RAILROAD. Trains leave Potsville at 7 and 1130 A. M., and 7-1 P. M., returning from Tamaqua at 7-35 A. M. and 14 P. M., returning from
and 4'18 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 Tremont at 7'55 A. M. and 5'25 P. M.
TICKETS.

Tick ETS.

Through first-class-tickets and emigrant tickets to all the principal politis in the North and West and Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Potistown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and Intermediate stations, by Reading and Potistown Accommodation

stations by Reading and Potestown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 8 FOURTH Street, Philadelphia, or of G. A. NICOLLE-General Superintendent. Reading.—

COMMUTATION TICKETS COMMUTATION TICKERS
At 25 per cent discount, between any points desired for iamilies and firms.
MILEAGE TICKETS,
Good for 2000 miles between all points, \$5250 each for families and firms,
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Output Time of twelve months, for holders

For three, six, nine, or twelve months, for holden only, to all points, at reduced rates, CLERGYMISN Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at hal

cards entiting themselves and wives to tickets at half fare.

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

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

FREIGHT TRAINS

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

MAILS

Close at the Philadelphia Post Office for all places on the road and its brauches at 5 A. M., and for the

on the road and its brauches at 5 A. M., and for the principal stations only at 2 15 P. M. 481

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEL.A.
SUMMER ARRANGEMENT.
On and ster MONDAY June 24, 1897, Trains will
leave Lepot, THIRTY-FIRST and CHESNUT Streets.
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at, ... A. M.,
11 A. M. 230 P. M., 415 P. M., 450 P. M., 700 P. M. and Leave Philadelphia for West Chester, at ... a. M., 11 A. M., 730 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., 738 and 1045 D. M., 155 P. M., 450 and 650 P. M.

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

Fassengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 715 A. M., and going went will take train leaving Fhiladelphia at 450 P. M., and transfer at H. C. Junction.

Leave Philadelphia for Media at 530 P. M.

Leave Media for Philadelphia at 640 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 departure.

The Cheanut and Walnut Street cars connect with

Front and Market streets thirty minutes previous to departure.

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down the chesnut street, post the principal hotels and the Camden and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the depot.

OR SUNDAYS,

Leave Philadelphia at 500 A. M. and 2 P. M.
Leave Philadelphia at 500 A. M. and 2 P. M.
Leave West Chester at 745 A. M. and 5 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Falladelphia at 715 A. M. and 450 P. M., and leaving West Chester at 730 A. M. and 470 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparei only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

4185

General Superintendent.

PHILADELPHIA AND BALTIMORE CEN PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangementa. On and aiter SATURDAY, June 1, 1807, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESR UT Streets (West Philadelphia), at 715 A. M. and 450 P M.

Leave Rising Sun at 5° is and Oxford at 606 A. M., and leave Oxford at 520 P. M.

A Market Train, with Passenger Car attached, will run on Thesdays and Fridays, leaving the Rising Sun at 1°15 A. M., Oxford at 1200 M., and Kennett at 1°00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wedneddays and Saturdays trains leave Philadelphia at 2°30 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7°15 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

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

Passengers allowed to take wearing apparel only, Passengers allowed to take wearing apparel only responsible for an amount exceeding one hundred responsible for an amount exceeding one hundred responsible for an amount exceeding one hundred for the same, MKNRY WOOD, General Sup's,

ANNAMESSIC SHORT LINE

United States Mail Routs to the South and Southwest. On and after JULY S, trains will leave Depot Philadelphia, Wilmington, and Baltimore Rallroad, BROAD street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro Newbern, Charleston, Savannah, Raleigh, Charlotte Newbern, Charleston, Savannah, Raleigh, Charlotte, Columbia, Mason, Augusta, Montgomery, Mobile New Orleana, and intermediate points.

For tickets and information inquire at Offices, Nos it and Sis CHERNUT Street, or at Depot, BROAD it and Sis CHERNUT Street, or at Depot, BROAD firest and WASHINGTON Avenue.

[7 1 2m]

H. TOMPRINE, General Agent, Norfolk, Va. C. I. TROWBRITGE, General Passenger Agent.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.

NORTH PENNSYLVANIA RAILROAD.—

THE MIDDLE ROUTE.—Shortest and most direct route to Bethiebern, Allentown, Mauch Chunk, Harolton, White Haven, Wilkesbarre, Mahanoy City, Mount Caimel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

SUMBLE ARRANGEMENT.

On and sher WELNESDAY May 8, 1807, Passenger trains leave the New Depot corner Berks and American streets, daily trundays excepted), as follows:—

At7-36 A. M.—Morning Express for Bethiebern and Principal Stations on North Pennsylvania Railroad, connecting at Bethiebern with Lebigh Valley Railroad for Aleniown, Catassaigna, Statington, Mauch Ching, Weatherly, Jeansyllie, Hazerton, White Haven, Wilkesbarre, Kingston, Pituton, and all points in Lebigh and Wyoming valleys; also, in connection with Lesigh and Mahanoy Railroad, for Mahanoy City, and with Catassaigna, Salation, Arrive at Manuelle, Milton, and Willamsport, Arrive at Manuelle, Milton, and Salational Railroad to New York,

At 5-46 A. M.—Accommodation for Doylestown, stop-

York.
At \$40 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Harraville, by this train, take the stage at Old York road.
At 10-15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.
At 1.5 F. M.—Axpress for Bethehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Sherandosh, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quaker-town.

Passengers for Greenville take this train to Quakertown.
At 245 P. M.—Accommodation for Doylestown, stepping at all intermediate stations, Passengers take tage at Doylestown for New Hope; at North Wales for Sumneysown.

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

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

At 625 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1138 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA.
From Bethiehem, at \$15 A. M., 205 and \$30 P. M.
205 P. M. train makes direct connection with Lebigh
Valley trains from Easten, Wilkesbarre, Mahanoy
(ity, and Hasleton. Passengers leaving Easter at
1120 A. M. arrive in Philadelphia at 205 P. M.,
Passengers leave Wilkesbarre at 130 P. M., connect
at Bethichem at \$15 P. M., and arrive in Philadelphia
at 840 P. M.

at 8:40 P. M., From Doylestown at 8:25 A. M., 5:10 P. M., and 7:40 P. M. 740 P. M.
From Lansdale at 7:30 A. M.
From Fort Washington at 11:50 A. M. and 3:05 P. M.
ON SUNDAYS.
Philadeiphia for Bethlehem at 9:30 A. M.
Philadeiphia for Doylestown at 2:45 P. M.
Doylestown to Philadelphia at 7:20 A. M.
Bethlehem to Philadelphia at 4:30 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new detail.

white cars of Second and Third Streets line and tron the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot, Tionets must be precured at the Ticket Office in order to course the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sow and Baggage checked through to prin-ipal points at hann's North Pennsylvania Baggage cipal points at hi Express Office, No. 105 S. FIFTH Street.

Express Office.

No. 105 S. FIFTH Street.

| PHILADELPHIA, WILMINGTON AND BAL| TIMORE RAILROAD. |
| Commencing MONDAY, July 8, 1867, Trains will reve Depot, corner BROAD Street and WASH INGTON Avenue, as fonows:— Way Mail Train at 8:30 A. M. (Sundays excepted or Baitlmore, stopping at all regular stations. Coatesting with Delaware Railroad at Wilmington for crisfield and intermediate stations.
| Express Train at 1250 A. M. (Sundays excepted) for Baitlmore and Washington.
| Express Train at 8:30 P. M. (Sundays excepted) for Baitlmore and Washington, stopping at Chester, Thurstow, Linwood, Claymont, Wilmington, Newbort, Station, Newark, Elkton, Northeast, Charlestown, Perryville, 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 Railroad Line, stopping at Newensite, Middletown, Clayton, Dover, Harrington, Seniord, Salisbury, Princess Anne, and connecting at Crissicia with East for Fortress Monroe, Nortok, Portasouth, and the South.
| Fatseppers for Fortress Monroe and Norfolk via Baltimore will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train, Via Cristicia will take the 11:50 A. M. Train

residence by the Union Transfer Company, 482 H. F. KENNEY, Superintendent.

HORTEST ROUTE TO THE SEA-SHOKE!

CAMBEN AND ATLANTIC RAILROAD.

On and after MONDAY, September 2, 1867, trains will leave VINE Street Ferry, 28 follows:

7:00 A.M. Mail. 7-30 A. M. Freight, with Pessenger Car attached. 5-15 A. M. Atlantic Accommodation. 4-15 P. M. BETURNING—LEAVES ATLANTIC.

Freight......114

TO PERSONS GOING OUT OF TOWN

CALL AT SMITH'S, NO. 328 CHESNUT STREET

PORTFULIOS TOURISTS' WRITING DESKS, DRESSING CASES CHESSMEN

CHECKER BOARDS ETC. All kinds of Blank Books, Printing, Stationery Pocket Books, Pocket Cutlery, etc sic., at very

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NO. 510 RACE STREET, Slomwi

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Twines Etc. EDWIN H FILLER, MICHAEL WEAVER, CONRAD F CLOTHER. 214

COTTON AND FLAX.

BAIL DUCK AND CARVAS;
Of all numbers and brands.
Tent Awning. Trunk, and Wagon Cover Duck. Also,
Paper Manufacturers' Drier Fells, from one to seven
met wide; Pauling, Belling, Sall Twine, etc.
JOHN W. EVERMAN & CO

SHIPPING STEAM TO LIVERPOOL-CALL

STEAM TO LIVERPOOL—CALL
STEAM TO LIVERPOOL—CALL
Ing at Queenstown.—The Imman Line, sating as mi-weekly, carrying the United States Mails,
CITY OF BOSTON.—Saturday, September 7
ETNA—Wednesday, September 14
ETVNB#RGH.—Wednesday, September 14
ETVNB#RGH.—Stiturday, September 14
ETVNB#RGH.—Stiturday, September 14
ETVNB#RGH.—Stiturday, September 14
ETVNB#RGH.—Stiturday, September 18
And each succeeding Saturday and Wednesday, as noon, from Pier No. 45, North River.

And each succeeding Saturday and Wednesday, as noon, from Pier No. 45, North River.

Payable in Gold.—Payable in Currency,
First Cablo.—\$100 Steerage.—\$20
To London—105 To London.—\$25
To Paris.——\$15 To Paris.——\$25
Passenge by the Wednesday Steamers.—First Cablo, \$100, Steerage, \$30, Payable in U. S. Ourrency.

Passengers also forwarded to Havre, Hamburg, Bromen, etc., at moderate rates.

Steerage passage from Liverpool of Queenstown, \$40 nen, etc., at moderate rates. Etcerage passage from Liverpool or Queenstown, \$16 urrency. Tekets can be bought hereby personasondng for their friends.
For further information apply at the Company's offices,
JOHN G. DALE Agent.
No. 15 BROADWAY, M. V.
878 or No. 411 CHESNUT St., Pat. adelphia.

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

JUNIATA 1215 tons. Captain P. F. Hoxte.
JUNIATA 1215 tons. Captain J. F. Morse.
TIOGA 1975 tons. Captain J. F. Morse.
STAR OF THE UNION, 1676 tons, Captain T. H.
The TIOGA will leave for New Orleans on SATURDAY, September 7, from Pier 1s (second wharf below Spruce street).
The STAR OF THE UNION will leave New Oxleans for this port September 7. leans for this port September 7.

Through bills of lasing signed for freight to Mobile, Galveston, Natcher, Vicksburg, stemphis, Nashville Cairo, St. Louis, Louisville, and Cincinnati.

WILLIAM L. JAMES, General Agent, CHAS. E. DILKES, Freight Agent,

4 76]

No. 314 S. Delaware avenue,
Agents at New Orleans, Creavy, Nickerson & Co.

PHILADELPHIA, HICHMOND,
AND NORFOLK STEAMSHIP LINE,
THROUGH AIR LINE TO THE SOUTH
AND WEST!
THROUGH RECLIPTS TO NEWBERN,
Also all points in North and South Carolina, via
Seatcard and Roanoke Ratiroad, and to Lynchberg,
Va., Tennessee and the West, via Norfolk, Paterburg, South-Side Railroad, and Richmond and Danville Eallroad,

burg, South-Suc Railroad, and Richmond and Danville itsilroad.

The regularity, safety, and cheapness of this route
commend it to the public as the most desirable
medium for carrying every description of freight.

No charge for commission, drayage, or any expense
of transfer.

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

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVES,
W. P. PORTER, Agent at Richmond and Otty
Point.

T. P. CROWELL & CO., Agents at Norfolk. #1

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOR SAVANNAH, GA.

TONAWANDA, 556 tons, Captain Jacob Teal.
The steamship WYOMING will leave for the above port on Saturday. September 7, at 8 o'cleck A.
M., from Pier 16 South Wharves.
Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Ranroad, WILLIAM L. JAMES, General Agent,
CHAS, E. DILKIES, Freight Agent.
No. 314 S. Delaware avenus.
Agents at Savannah, Hunter & Gammell.

HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL

PASSAGE TO AND FROM
GREAT BRITAIN AND IRELAND
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES.
DRAFTSAVAILABLE THROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES. For particulars apply to TAPSCOTTS, BROTHERS & CO., No. 35 SOUTH Street, and No. 25 BROADWAY, 11 Or to THOS. T. SEARLE, No. 217 WALNUT

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LIFE,
FOR WILMINGTON, N. C.
The steamship PIONEER, 812 tons, Captain J. Bennett, will leave for the above port on Thursday, September 8, at 8 o'clock A. M., from Pier 18 (second whart below Spruce street).

Bills of lading signed at through and reduced rates to all principal points in North Carolins.

Agents at William L. James, General Agent,
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No. 314 S. Delaware avenue.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville Dalton, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Market street.

Freight received daily.

WM. P. CLYDE & CO.,

No. 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetows.

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

OPPOSITION TO MONO
POLY.-DAILY LINE FOR BALTIMORE, via Chesapeake and Dem-Wars Cainl.

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

The Steamers or 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. (Sandays excepted).

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

Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus tree of commission.

Particular attention paid to the transportation of all description of Merchandise, Rorses, Carriages,

for etc.

For further information apply to

JOHN D. RUOFF, Agent,

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No. 18 N. DELAWARE Ayenue. ware and Raritan Canal.

Express Steamboat Company Steam Propellers leave Daily from first wharr 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.

JAMES HAND, Agent, No. 101 Wall street, New York. SURE Transportation Company Despatch and Swiftsure Unes, via Delaware and Raritan Canal, on and after the 15th of march, leaving daily at 12 M, and 6 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken on accommodating terms apply to

WILLIAM M. BAIRD & CO., No. 132 S. DELAWARE Avenue. TO SHIP CAPTAINS AND OWNERS.

TO SHIP CAPTAINS AND OWNERS.

The understaned having leased the KENSINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vessels to be raised or repaired, and being a practical
ship-carpenter and caciker, will give personal attention to the vessels entraised to him for repairs,
Captains or Agents, Ship-Carpenters, and Machinists
having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedys
Patent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city, I am
prepared to furnish the Salie on reasonable terms.

JOHN H, HAMMITT,

Kensington Screw Took. 1 11 DELAWARE Avenue, above Laurel street.

912 ARCH STREET, —GAS FIXTURES, ETC.—VANKIRE & CO. would respectfully direct the attention of their friends and the public general the attention of their friends and the public generally, to their large and elegant assortment of GAS FINTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very ressonable prices, will find it to their advantage to give us a call before purchasing classwhere.

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

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T. STEWART BROWN,
S.R. Correst of
POURTH and CHESTNUT STE TRUNKS, VALIBES, and BAGS suitable for Europa (Formerly at 708 CHESTNUT ST.)

UNITED STATES REVENUE STAMPS.—
Principal Depot, No. 384 CHESNUT Street,
Central Depot, No. 168 South FDFTH Street, one des
below Chesnut. Established 1862.
Revenue Stamps of every description constantly of
hand in any amount. hand is any amount. Orders by Mall or Express promptly attended to.