TOATE V EVENIED THE CRAPH - PRINCIPLICATION AND AVERTERS DELICATED

STORY MALL A CE

facts may be of interest.

President Lincoln's proclamation of March 26, 1864, commenced with the following presmble:

Whereas, A rebellion now exists whereby the loyal State governments of several States have for a long time been subverted, and many persons have committed and are now guilty of treason against the United States; and whereas, with reference to said rebellion and treason, laws have been enacted by Congress declaring forfeitures been enacted by Congress declaring forfeitures and confiscation of property, and liberation of slaves, all upon terms and conditions therein stated, and also declaring that the President was thereby authorized, at any time thereby authorized. thereby authorized, at any time thereafter, by proclamation, to extend to persons who may have participated in the existing rebellion, in any State part thereof, pardon and amnesty, with such exceptions, and at such times and on such conditions, as hermay deem expedident for the public welfare; and whereas, the Congressional deciaration for limited and conditional pardons accords with a well established judicial exposition of the pardoning power; and whereas, with reference to said substitute the President with reference to said rebellion, the President of the United States has issued several procla-mations with provisions in regard to the liberation of slaves; and whereas, it is now desired by some persons heretofore engaged in said rebel-lion to resume their allegiance to the United States, and to reinaugurate loyal State governments within and for their respective States; therefore I, Abraham Lincoln, President of the United States, do proclaim, declare and make known to all persons who have, directly or by implication, participated in the existing rebellion, except as herein-

after excepted, that a full pardon is hereby granted to them and each of them, with restoration of all rights of property, except as to slaves, and in property cases where rights of third parties shall have intervened, and upon condition that every such person shall take and subscribe an oath, and the preferrit here and subscribe an oath, and thenceforth keep and maintain said outh inviolate, and which outh shall be registered for permanent preservation, and shall be of the tenor and effect ving, to wit: # # # # # persons excepted from the benefit of the ollowing, to wit: foregoing provisions are all who are or shall have been civil or diplomatic officers or agents of the so-called confederate government; all who have left judicial stations under the United States to aid the rebellion; all who are or shall have been military or naval officers of said so-called confed-erate government above the rank of colonel in the army or lieutenant in the navy; all who left seats in the United States Corgress to aid the rebellion; all who resigned commissions in the army or navy of the United States, and afterwards aided the re-bellion, and all who have engaged in any way in

treating colored persons, or white persons in charge of such, otherwise than lawfully as prisoners of war, and which persons may have been found in the United States service as soldiers, seamen, or in any other capacity; President Johnson's proclamation of the 29th of May, 1865, sets forth: Whereas, The President of the United States, on

the 8th day of December A. D. 1863, and on the 26th day of March, A. D. 1864, did, with the object to suppress the existing retailion, to induce all persons to return to their loyalty, and to restore the authority of the United States, issue proclamations offering amnesty and pardon to certain persons who had directly or by implication participated in said rebellion; and whereas, many persons who had so engaged in said rebellion have, since the issuance of said proclamations, failed or neglected to take the benefits-offered thereby; and whereas, many persons who have been justly deprived of all claim to amnesty and pardon thereunder, by many persons who have been justly deprived of all claim to amnesty and pardon thereunder, by reason of their participation, directly or by impli-cation, in said rebellion, and continued hostility to the government of the United States since the date of said proclamations, now desire to apply for and obtain amnesty and pardon, to the end, therefore, that the authority of the government of the United States may be restored, and that peace.

order and freedom may be established,
I, Andrew Johnson, President of the United
States, do proclaim and declare that I hereby grant to all persons who have, directly or indirectly, participated in the existing rebellion, except as hereinafter excepted, amnesty and pardon, with restoration of all rights of property, except as to slaves, and except in cases where legal proceedings, under the laws of the United States providing for the confecution of property of paraons and ing for the confiscation of property of persons en-gaged in rebellion, have been instituted; but upon the condition, nevertheless, that every such person shall take and subscribe the following on h (o) affirmation, and thenceforward keep and maintain said oath inviolate, and which oath shall be regis-

tered for permanent preservation, and shall be of the tenor and effect following, to wit:

"I — do solemuly swear (or affirm), in presence of Almighty God, that I will henceforth faithfully support, protect and defend the Constitution of the United States and the Union of the States thereunder that I will nike manner abide States thereunder: that I will in like manner abide by and faithfully support all laws and proclamarebellion with reference to the emancipation of slaves. So help me God,"

The following classes of persons are excepted from the benefits of this proclamation:

First. All who are or shall have been pretended civil or diplomatic officers, or otherwise domestic or foreign agents of the pretended confederate go-

vernment.
Second. All who left judicial stations under the United States to aid the rebellion.
Third. All who shall have been military or naval officers of said pretended confederate government above the rank of colonel in the army or lieutenant

in the navy.

Fourth. All who left seats in the Congress of the Fourth. All who left seats in the Congress of the United States to aid the rebellion. Fight. All who resigned or tendered resignations of their commissions in the army or navy of the United States to evade duty in resisting the rebel-

bixth. All who have engaged in any way in treating otherwise than lawfully as prisoners of war persons found in the United States service as officers, soldiers, seamen or in other capacities. Seventh, All persons who have been or are ab-sentees from the United States for the purpose of

aiding the rebellion.

Eighth All military and naval officers in the

Eighth All military and naval officers in the rebel service who were educated by the government in the Military Academy at West Point, or the United States Naval Academy.

Night All persons who held the pretended offices of Governors of States in insurrection against the United States.

Tenth All persons who left their homes, within the jurisdiction and protection of the United States, and passed beyond the Federal military lines into the pretended confederate States for the purpose of aiding the rebellion.

Eleventh All persons who have been sugged in the destruction of the commerce of the United States upon the high scas, and all persons who have made raids into the United States from Canada, or been engaged in destroying the commerce of the United States upon the lakes and rivers that separate the British Provinces from the United States.

Treatth All persons who, at the time when

Tweifth All persons who, at the time when they seek to obtain the benefits hereof by taking the eath herein prescribed, are in military, navai or civil confinement or custody, or under bonds of the civil, military or naval authorities, or agents of the United States as prisoners of war, or persons detained for offences of any kind either be-fore or after conviction.

Thirteenth. All persons who have voluntarily

participated in said rebellion, and the estimated value of whose taxable property is over twenty thousand dollars.

Fourteenth All persons who have taken the oath of amnesty as prescribed in the President's proclamation of December 8, A. D. 1863, or an oath of allegiance to the government of the United States since the date of said proclamation, and who have not thenceforward kept and maintained the

Proclamation of Amnesty to the Rebels. Washington, Sept. S.—The following pardon proclamation although prepared yesterday, was not bested until this afternoon: By the President of the United States:

By the President of the United States:

A PROCLAMATION.

Whereas, In the month of July, Anno Domini 1861, the two Houses of Congress, with extraordinary unanimity, solemnly declared "that the war then existing was not waged on the part of the government in any spirit of oppression, nor for any purpose of conquest or aubjugation, nor purpose of overthrowing or laterfering with the rights or evablished institutions of the States, but to defend and maintain the supremacy of the Constitution and to preserve the Union, with all the dignity, equality and rights of the several States unimpaired, and that as soon as these objects should be accomplished, the war ought to cease." And

Whereas, The President of the United States on the eighth day of Becamber, Anno Domini 1963, and on the twenty-sixth day of March, Anno Bomini 1964, did, with the objects of suppressing the then existing rebellion, of inducing all persons to return to their loyalty, and or restoring the authority of the United States, issue proclamations effering amnesty and purdon to all persons who had, directly or indirectly, participated in the then existing rebellion, except as in those procise accompanions who specified and recerved; and

Whereas, The President of the United States did on the twenty-ninth day of May, Anno Domini 1865, listed a further proclamation with the same of year before mentioned, and to the end that the subscript of the government of the United States did on the twenty-ninth day of May, Anno Domini 1865, listed a further proclamation with the same of year before mentioned, and to the end that the subscript of the government of the United States of the subscript of the soletone, and that peace, order and

The Forthcoming Amnesty Proclamation.

Washington, Sept. 8.—In view of President Johnson's pardon proclamation, the following facts may be of interest.

President Lincoln's proclamation of March 26. amnesty and pardon, with restoration of all rights of property except as to slaves, and except in cer-lain cases where legal proceedings had been insti-tuled; but upon condition that such persons should take and subscribe an oath therein prescribed, which oath should be registered for permanent

reservation; and Whereas, in and by the said last mentioned pro-clamation of the twenty-ninth day of May, A. D. 865, fourteen extensive classes of persons therein pecially described were altogether excepted and excluded from the benefits thereof; and

Whereas, The President of the United did, on the second day of April, A. D. 1866, issue a proclamation declaring that the insurrection was at an end, and was thenceforth to be so regarded; and Whereas, There now exists no organized armed whereas, There now exists no organized armed resisfance of misguided citizens or others to the authority of the United States, in the States of Georgia, South Carolina, Virginia, North Carolina, Tennessee, Alabama, Louisiaua, Arkansas, Mississippi, Florida and Texas, and the laws can be sustained and enforced therein by the proper civil authority, State or Federal, and the people of said States are well and loyally disposed, and have conformed, or if permitted to do so, will conform in their legislation to the condition of affairs growing out of the amendment to the Consti-

fairs growing out of the amendment to the Consti-tution of the United States prohibiting slavery within the limits and jurisdiction of the United States: and Whereas, There no longer exists any reasonable ground to apprehend within the States which were involved in the late rebellion any renewal thereof, or any unlawful resistance by the people of said States to the Constitution and laws of the United tates; and

States; and
Whereas, large standing armies, military occupation, martial law, military tribunals and the
suspension of the privilege of the writ of habeas
corpus, and the right of trial by jury, are in time of
peace dangerous to public liberty, incompatible
with the individual rights of the citizen, contrary to the genius and spirit of our free institutions and exhaustive of the national resources, and ought not, therefore, to be sanctioned or allowed, except in cases of actual necessity for repelling invasion or suppresing insurrection or rebellion; and

Whereas, A retaliatory or vindictive policy, attended by unnecessary disqualifications, pains, penalties, confiscations and disfranchisements, now, as always, could only tend to hinder recon-ciliation among the people, and national restora-tion, while it must seriously embarrass, obstruct and repress popular energies and national indus-

try and enterprise; and
Whereas, For these reasons it is now deemed essential to the public welfare, and to the more per-fect restoration of constitutional law and order, that the said last mentioned proclamation so aforesaid issued on the twenty-ninth day of May, Anno Lomini, 1865, should be modified, and that the full and beneficent pardon conceded thereby should be opened and further extended to a large number of the persons who by its aforesaid exceptions have been hitherto excluded from Executive clem-

have been hitherto excluded from Executive elemency;
Now, therefore, be it known, That I, Andrew Johnson, President of the United States, do hereby proclaim and declare, that the full pardon described in the said preclamation of the twenty-ninth of May, A. D. 1865, shall henceforth be opened and extended to all persons who directly or indirectly participated in the late rebellion, with the restoration of all privileges, immunities and rights of property, except as property with regard to slaves, and in cases of legal proceedings under the laws of the United States; that every such person who shall seek to avail himself of this proclation, shall take undisturbed the following oath, tion, shall take undisturbed the following oath. and shall cause the same to be registered for manent preservation, in the same manner and with the oath prescribed in the said proclamation of the

29th day of May, 1865, namely:

I, —, do solemnly swear (or affirm), in the presence of Almighty God, that I will henceforth faithfully support, protect and detend the Constitution of the United States, and the Union of the States thereunder; and that I will in like manner abide by and faithfully support all laws and pro-clamations which have been made during the late rebellion with reference to the emancipation of slaves. So help me God. The following persons, and no others, are ex-

cluded from the benefits of this proclamation, and of the said proclamation of the 29th day of May,

First. The chief or pretended chief executive officers, including the President, the Vice President, and all heads of departments of the pretended confederate or rebel government, and all who were ngents thereof in foreign States and countries, and all who held or pretended to hold in the service of the said pretended confederate government a milltary rank or title above the grade of brigadiernaval rank or title above that of captain, and all who were or pretended to be Governors of States, while maintaining, abetting or sub-mitting to and acquiescing in the rebellion. Second All persons who in any way treated otherwise than as lawful prisoners of war persons who in any capacity were employed or engaged in the military or naval service of the United

Third. All persons who at the time they may seek to obtain the benefits of this proclamation are actually in civil, military or naval confinement or custody, or legally held to bail, either before or after conviction, and all persons who were engaged directly or indirectly in the assasaination of the late President of the United States, or in any plot or conspiracy in any manner therewith

In testimony whereof I have signed these presents with my hand, and have caused the seal of the

With my hand, and have caused the seal of the United States to be thereunto affixed.

Done at the city of Washington the 7th day of September, 1837.

By the President. ANDREW JOHNSON.

WM. H. Shward, Secretary of Stats.

## LUMBER.

1867. -SELECT WHITE PINE BOARDS AND PLANK.
4-4, 5-4, 6-4, 2, 25, 3, and 4 inch choice Panel. And ist common, 16 feet long.
4-4, 6-4, 6-4, 2, 25, 3, and 4 inch white pine, panel. Pattern Plank.
Large and Superior Stock on Hand,

1867.-BUILDING! BUILDING!
LUMBER! LUMBER! LUMBER!
4-CAROLINA FLOORING.
5-1 CABOLINA FLOORING. 5-4 CAROLINA FLOORING.
4-4 DELAWARE FLOORING.
5-4 DELAWARE FLOORING.
WHITE FINE FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING,
SPRUCE FLOORING,
STEP BOARDS.
RAIL PLANK.
PLASTERING LATH.

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

1867. LUMBER FOR UNDERTAKERS LUMBER FOR UNDERTAKERS!

LS67. ALBANY LUMBER OF ALL KINDS, SEASONED WALNUT, DRY POPLAR, CHERRY, AND ASH, OAK PLANK AND BOARDS, MAHOGANY, ROSEWOOD, AND WALNUT VENEERS.

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

SUPERIOR NORWAY SCANTLING.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
No. 2500 SOUTH STREET,

U. S. BUILDERS' MILL, NOS. 24, 26, AND 28 S. PIFTEENTH ST.,

ESLER & BRO., Proprietors. Alesys on hand, made of the Best Sessoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTEES,

AND NEWELS. News a, Balusters, Bracket and Wood Mouldings. WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS. Walnut and Ash Hand Railing, 3, 3%, and 4 toches. BUTTERNUT, CHESNUT, and WALNUT MUULDINGS to order.

C. PERKINS,

LUMBER MERCHANT, Successor to B. Clark, Jr., NO. 824 CHRISTIAN STREET. Constantly on hand a large and varied assortment of Building Lumber. \$2.1 RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFROT JUNE 2, 1867.

The Western Accommodation Train runs dally, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 187 DOCK Street

TRAINS ARRIVE AT DEPOT, VIZ.:—

oll Accommodation, No. L.... 700 P. M.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars 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.

At 5 and 10 A. M., 1, 4, 5, 5, and 11'80 P. M., for Edge-water, Riverside, Hiverton, and Paimyrs. At 5 and 10 A. M., 1, 4, 6, and 11'80 P. M., for Fish Souse. The 1 and 11'30 P. M. Lines leave from Market Street Ferry, upper side. Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:At 11 A. M., 4'30 P. M., and 12 P. M. (night), via Rensington and Jersey City, New York Express Lines. Fare, \$3.

At \$, 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 Morrislle and Tuliytown. At 8 and 10 15 A. M., 2 30, 4 30, 5, and 12 P. M., for

At 8 and 10 15 A. M., 2 30, 4 30, 5. and 12 P. M., for Schencks.
At 10 15 A. M., 2 30 and 5 P. M., for Eddington.
At 7 30 and 10 15 A. M., 2 30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdate, Holmesburg, Tacony, Wissinoning, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
BELVIDERE DELAWARE RAILROAD LINES, ELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot,
At 8 A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandaigna, Elmira, Ithica, Owego, Rochester,
Blughamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap,
etc. etc.

At 8 A. M. and 3:30 P. M. for Beividere, Easton, Lambertville, Flemington, etc.
The 3'30 P. M. Line connects direct with the Train
Taking Easton for Mauch Chunk, Allentown, Bethleat 5 P. M. for Lambertville and infermediate Sta-Lines from West Philadelphia Depot, via Connect-

ng Railway, will leave as follows:— At 1:0 A. M., and 1:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §5: 25. The 1:30 A. M. and 6:30 P. M. Lines will run daily. July 15, 1867. WM. H. GATZMER, Agent.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).
Commencing TUESDAY, September 3, 1807.

4.66 P.M. Cape May, Passenger.
RETURNING TRAINS LEAVE CAPE ISLAND.
9.66 A. M. Morning Mail.
The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7.06 A. M., returning leaves Cape Island at 5.06 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 at he procured at No. 828 Chesnut street (under the Continental Hotel). Persona purchasing tickets at this office can have their pageage checked at their residences.

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 3, 1867, 806 A. M. Morning Mail, for Bridgeton, Salem, Hilville, Vineland, and intermediate stations.

230 P. M. Bridgeton and Salem Passenger, 250 P. M. Cape May Passenger. 250 P. M. Woodbury Accommodation. Cape May Freight leaves Camden at 9730 A. M. West Jersey Freight Train leaves Camden at 1150 A. M. Freight will be received at Second Covered Wharf clow Walnut street, from 7.00 A. M. until 5.00 P. M. Freight received before 9.00 A. M. will go forward the eme day. Freight Delivery, No. 228 S. DELAWARE Avenue 72 tf WILLIAM J. SEWELL, Superintendent,

PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 5, 7, 8, 9-05, 10, 11, 12 A. M. 1, 18, 3%, 4, 5, 5%, 640, 7, 8, 9, 10, 11, 19 P. M.
Leave Germantown 6, 7, 7%, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4%, 6, 63, 7, 8, 9, 10, 11 P. M.
The 820 Down Train and 3% and 3% Up Trains will out stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
Leave Germantown 8% A. M. 1, 6, 9% P. M.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 2%, 5%, 7, 9
and 11 P. M.
Leave Chesnut Hill 7-10, 8, 940, and 1146 A. M. 146
740, 540, 640, 840, and 1030 P. M.
Leave Chesnut Hill 7-10, 8, 940, and 1146 A. M. 146
P. M.
Leave Chesnut Hill 7-50 A. M. 2 and 7 P. M.
Leave Chesnut Hill 7-50 A. M. 1240, 640, and 926
P. M.
Leave Chesnut Hill 7-50 A. M. 1240, 640, and 926
P. M.
Leave Chesnut Hill 7-50 A. M. 1240, 640, and 926
P. M.
Leave Chesnut Hill 7-50 A. M. 1240, 640, and 926
P. M.
Leave Chesnut Hill 7-50 A. M. 1240, 640, and 926
P. M.
Leave CONSHOHOCKEN AND NORRISTOWN.

Leave Chesnut Hill 750 A. M. 1240, 540, and 928

\*\*N. \*\*POR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 755, 9, and 1140 A. M. 154, 3, 154, 556, 656, 8705, and 115, P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 154, 8, 156, 654, and 55 P. M.
ON SUNDAYS,
Leave Balladelphia 9 A. M. 230 and 775 P. M.
Leave Philadelphia 9, A. M., 530 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 754, 9, and 1140 A. M. 155, 3, 155, 154, 164, 875, 158, and 1156 P. M.
Leave Philadelphia 6, 754, 823, 954, and 1154 A. M. 2 354, 154, 154, 9, and 105 P. M.
ON SUNDAYS.
Leave Philadelphia 9, A. M. 256 and 75 P. M.
Leave Philadelphia 9, A. M. 256 and 754 P. M.

Leave Philadelphia & A. M. 23 and 7% P. M. Leave Manayunk 7% A. M. 6 and 8% P. M. W. S. WILSON, General Superintendent, Denot, NINTH and GREEN Streets, PHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE. SUMMER TIME TABLE.

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

FLEGANT SLEEPING CARS on all Night Trains, (in and after MONDAY, April 29, 1897, the trains on the Philadelphia and Erie Baltroad Will ron as

RAILROAD LINES.

READING RAILROA
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYEWANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 8, 1877,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets. Philadelphia, at the following hours. lowing hours - MORNING ACCOMMODATION, MORNING ACCOMMODATION,

At 7:36 A. M., for Reading and Intermediate Station
Returning, leaves Reading at 6:30 P. M., arriving
Philadelphia at 6:10 P. M.
MORNING EXPRESS.

MORNING EXPRESS. MORNING EXPRESS.

At \$75 A. M., for Heading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Huffalo, Allentown, Wilkesbarre, Pitiston, York, Carlisie, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Halirond trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cumberland Valley and Schuyikili and Susquebanna frains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

and Schuyikili and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinestrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 3'30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Roading and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION
Leaves Pottstown at 6'30 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 8'40 A. M. Returning, leaves Philadelphia at 6'30 P. M.; arrives in Pottstown at 8'48 P. M.

READING ACCOMMODATION
Leaves Reading at 7'30 A. M., stopping at all way stations, arriving at Philadelphia at 6'00 P. M.; arrives n Reading at 7'45 P. M.

Trains for Philadelphia leave Harrisburg at 8'10 A. M., and Pottsville at 8'45 A. M., arriving in Philadelphia at 1'50 P. M. Afternoon trains leave Harrisburg at 2'10 P. M., Pottsville at 2'45 P. M., arriving in Philadelphia at 6'50 P. M.

HARRISBURG ACCOMMODATION
Leaves Reading at 7'15 A. M., and Harrisburg at 2'10 P. M. Connecting at 7'15 A. M., and Harrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at Reading with Atarrisburg at 1'10 P. M. Connecting at 1'10 P. M. Connect

HARRISEURG ACCOMMODATION
Leaves Reading at 715 A. M., and Harrisburg at 116 P. M. Connecting at Reading with Afternoon Accommodation south at 620 P. M., arriving in Philadelphia at 910 P. M.
Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Potsville and all way stations.
Leaves Potsvilleat 708 A. M. for Philadelphia and all way stations.
All the above trains ron daily, Sundays excepted.
Sunday trains leave Pottsville at 800 A. M., and Philadelphia at 31f P. M. Leave Philadelphia for Reading at 800 A. M., returning from Reading at 428 P. M.
CHESTER VALLEY RAILROAD,

P. M.

CHESTER VALLEY RAILROAD,

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. (rains 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 1:00 A. M. and 1:50 and 10:00 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 9 P. M., passing Reading at 4:4 and 10:30 A. M., and 4:40 and 8:20 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:1 P. M., Mail train for Harrisburg leaves New York at 12 M.

CHESTER VALLEY RAILROAD.

P. M. Mall train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD,

Trains leave Pottsville at 7 and 11 30 A. M., and 7 a.

P. M., returning from Tamaqua at 7 35 A. M. and 14 and 4 4 5 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 35 A. M. and 5 25 P. M.

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

Excursion tickets from Philadelphia to Reading and

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

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 trains, at reduced rates.

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

COMMUTATION TICKETS

At 25 per cent. discount, between any points desired for families and firms. OF TICKETS.

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.

CLERGY MEN

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

cards entilling themselves and wives to tickets at half fare.

EXCURSION TICKETS

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

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

FREIGHT TRAINS

Leave Philadelphia daily at 5'80 A. M., 12'45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, 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

on the road and its branches at 5 A, M., and for th principal stations only at 2 15 P. M. 48

on the road and its branches at 5 A, M., and for the principal stations only at 2 is P. M.

ORTH PENNSYLVANIA RAILROAD.—

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

Passenger Depot in Philaderphia, N. W. corner of BEEKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and after WEDNESDAY, May 8, 1857, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—

At 735 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lebigh Valley Railroad for Allentown, Catasangan, Sianington, Mauch Chunk, Weatherly, Jeansyllie, Hazelton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lebigh and Wyoming valleys; also, in connection with Lebigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Rupert, Danville, Milton, and Williamsport. Arrive at Masach Chunk at 1205 A, M.: at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lebigh Valley train, passing Eethlehem at 1175 P. M., for Easton, and points on New Jersey Central Railroad to New York.

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

York.

At S45 A. M.—Accommodation for Doylestown, stopping 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 Washington, stopping at intermediate stations.

At 13°F, M.—Express for Bethiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quakertown. town.
At 2:45 P. M.—Accommodation for Doylestown, atopping at all intermediate stations, Passengers take stage at Doylestown for New Hope; at North Wales

stage at Doylestown for New Hope; at North Wales for summer town.

At 4 P. M.—Accommodation fo. Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatbore, and Hartsville, take stage at Abington; for Lumberville at Doylestown.

At 5 26 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 5 20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1280 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 9:15 A. M., 2:05 and 3:40 P. M.
2:05 P. M. train makes direct connection with Lebig's
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Hazleton. Passengers leaving Easton at
1:20 A. M. arrive in Philadelphia at 2:05 P. M.,
Passengers leave Wilkesbarre at 1:20 P. M., connect
at Bethichem at 6:15 P. M., and arrive in Philadelphia
at 8:40 P. M.
From Doylestown at 8:25 A. M., 5:10 P. M., and
7:40 P. M.
From Lansdale at 7:30 A. M.

From Doylestown at \$25 A. M., 540 P. M., and 740 P. M.
From Lansdale at 730 A. M.
From Fort Washington at 1180 A. M. and 805 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 245 P. M.
Doylestown to Philadelphia at 230 A. M.
Bethlehem to Philadelphia at 230 A. M.
Bethlehem to Philadelphia at 230 A. M.
Bethlehem to Philadelphia at 430 P. M.
Fifth and Sixth Streets Passenger cars convey passenger to and from the new depol.
White cars of Second and Third Streets line and Onion line run within a short distance of the Depot.
These must be procured at the Ticket Office in order to coure the lowest rates of fare.

Tickets sois, and Bagnage checked through to principal points at anomic North Pennsylvania Baggage Express Office.

No. 106 S. FIFTH Street.

ANNAMESSIC SHORT LINE AND

United States Mail Route to the South and Southwest.

on and after JULY a, trains will leave Depot Philadelphia, Wilmington, and Baltimore Railroad, BROAD
Street and WABHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal
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necting closely with Express, and the principal
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new Oricine, and intermediate points,
new Oricine, and intermediate points,
for tickets and information inquire at Offices, Nontickets and information inquire at Offices, Nontickets and information inquire at Offices, Nontickets and WASHINGTON Avenue.

[713m]
H. V. TOMPKINS, General Agent, Norfolk, Va.
H. V. TOMPKINS, General Passenger Agent,

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA
RAILEGAD, VIA MEL.A.
SUMMER ABRANGE ENT.
On and after MONDAY, June 24, 1877, Trains will
leave Depot, THIRTY-FIRST and CHEEN UT Streets.
West Philadelphia, as follows:— Philadelphia for West Chester, at . . A. M., 230 P. M., 415 P. M., 430 P. M., 700 P. M. and 11 A. M. 230 P. M., 416 P. M., 436 P. M., 700 P. M. and 1070 P. M.

Leave West Chester for Philadelphia, from Lepo on East Market atreat, at 616 A. M., 778 A. M., 778 and 1045 A. M., 135 P. M., 456 and 850 P. M.

Trains leaving West Chester at 770 A. M., and leaving Philadelphia at 456 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 775 A. M., and going wen 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.

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 street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to decraying.

Front and Market street thirty minutes previous to departure.

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

Leave Philadelphia at 5:0 A. M. and 2 P. M.
Leave West Chester at 7:5 A. M. and 2 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as assai, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7:5 A. M. and 4'50 P. M., connect at B. C. Junction with trains on P. and B. C. R. K., for Oxford and intermediate points.

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

4 35:3

General Superintendent. General Superi

DBILADELPHIA, WILMINGTON AND BALSTIMORE RAILBOAD.

TIME TABLE.

Commencing MONDAY, July 8, 1867, Trains will leave Depot, corner BROAD Street and WASH INGTON Avenue, as follows:

Way Mail Train at 830 A. M. (Sundays excepted for Battimore, stopping at all regular stations. Cornecting with Delaware Railroad at Wilmington for Cristeld and intermediate stations.

Express Train at 1130 A. M. (Sundays excepted) for Battimore and Washington.

Express Train at 320 P. M. (Sundays excepted) for Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkion, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Expressati'00 P. M. (daily) for Battimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newenstie. Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Cristified with Boat for Fortress Monroe, Nortoisk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Battimore will take the 1130 P. M. Train.

Wilmington.

Leave Philadelphia at 1230, 230, 430, 630, and 1138 (2019) P. M. The 430 P. M. Train, connects with

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:36, 206, 436, 600, and 11:38 (daily) P. M. The 4:30 P. M. Train connects with belaware Railroad for Milford and intermediate stations. The 0:00 P. M. Train rms to New Castle.

Leave Wilmington 6:36, 7:15 and 8 A. M., 4:06 and 5:0 (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. 9:35 A. M. Express, 2:15 P. M., Express, 6:35 P. M., Express, 8:05 P. M., Express, 6:35 P. M., Express, 8:05 P. M., Express, 9:05 P.

SHORTEST ROUTE TO THE SEA-SHORES On RIG RICE MODAY, September 2, 1867, trains will leave VINE Street Ferry, as follows:— 

DHILADELPHIA AND BALTIMORE CEN.
On and atter SATURDAY, June 1, 1867, Trains will leave Fhiladelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUTS treets (West Philadelphia, at 715 A. M., and 450 P. M.
Leave Rising Sun at 5 15 and Oxford at 606 A. M., and leave Oxford at 325 P. M.
A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays leaving the Rising Sun at 114 A. M., Oxford at 1200 M., and Kennett at 100 P. M., connecting at West Chester Junction with a Train for Frindelphia on Wednesdays and Saturdays trains leave Philadelphia at 715 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 Alternoon Train for Philadelphia.
The Train leaving Philadelphia at 420 P. M. runs to Rising Sun, Md.
The Train leaving Philadelphia at 420 P. M. runs to Rising Sun, Md.
The Train leaving Philadelphia at 420 P. M. runs to Rising Sun, Md.
Henry Wood General Sup't.

HENRY WOOD General Sup't. DHILADELPHIA AND BALTIMORE CEN

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PRACTICAL AND THEORETICAL ENGINE AND THEORETICAL ENGINE AND THEORETICAL ENGINEMERS MACHINISTS, BOILER MAKERS, BLACK-SMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River-Engines, high and low-pressure, from Boilers, water Tanks, Propellers, etc. etc. respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and citationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal from Forgings of all sizes and kinds, iron and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

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

The subscribers have ample wharf-dock room for the subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with shears, blocks, falls, etc. ekc. or raising heavy or light weights.

JACOB C, NEAFIE, JOHN P, LEVY, 8211

BEACH and PALMER Streets.

I. VAUGHAN MERRICK, WILLIAM H. MEBRICK SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

WASHINGTON Streets,
PHILADELPHIA.

RERRICK & SONS,
ENGINEERS AND MACHINISTS,
DAUNFACTURE High and Low Pressure Steam Engines
or Land, River, and Marine Service,
Boilers, Gasometers, Tanks, Iron Beats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Works, Workshops, and
Baltroad Stations, etc.
Retorts and Gas Machinery, of the latest and most
improved construction.

Every description of Plantation Machinery, and
sugar, Saw, and Grint Mills, Vacuum Pans, Open
steam Trains, Defecators, Filters, Pumping Englines, etc. gines, etc.
Sole Agents for N. Billeux's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Appinwall & Woolsey's Patent Centrifugal Euger
Draining Machine.

BRIDESBURG MACHINE WORKS No. 65 N. PRONT STREET,
PHILADELPHIA.
We are prepared to fill orders to any extent for our

well-known
MACHINERY FOR COTTON AND WOOLLEN
Including all recent improvements in Carding, Spin
ning, and Weaving.
We invite the attention of manufacturers to our extensive worse. ALFRED JENES & SON,

SHIPPING

STEAM TO LIVERPOOL CALLlog at Queenstown, — The Inman Line, salilog as Queenstown, — The Inman Line, sali-

Passengers and for various mon, etc., at moderate raices.

Steers e passage from Liverpool or Queenstown, \$46 cm rereary. There is can be bought here by persons sending for their friends.

For further information apply at the Company's offices,

No. 15 BROADWAY, N. Y.,

872 or No. 411 CHESNUT St., Philadelphia.

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

JUNIATA IZIS tons. Captain F. F. Hoxie,
JUNIATA IZIS tons. Captain F. F. Hoxie,
TIOGA, ICS tons. Captain J. T. Morse.
STAR OF THE UNION, ICS tons. Captain T. H.
COORSEY.
The JUNIATA will leave for New Orleans on SATURDAY, Sept. II, at 8 o'clock A, M., from Pier 18
September 21.
The TIOGA will leave New Orleans for this port cptember 2t.

Through bills of lasting signed for freight to Mobile, salveston, Natchez, Vicksburg, Asemplia, Nashville aire, St. Louis, Louisville, and Chrismath.

Agents at New Orleans, Creevy, Nickerson & Co.

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

8 12]

No. 214 S. Delaware avenue.

ille lialiroad.
The regularity; safety, and cheapness of this route ommend it to the public as the most destrable nedium for carrying every description of freight.
No charge for commission, drayage, or any expense it transfer. of transfer.
Steamships in ure at lowest rates, and leave regu-arly 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 City T. P. CROWELL & CO., Agents at Norfolk. 61

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

TONAWANDA, 850 tons, Captain Wm. Jennings.
WYOMING 850 tons, Captain Jacob Teal.
The steamship TONAWANDA will leave for the above port on Saturday, September 14, at 8 o'clock A.
M., irom Pier 18 South Winayes,
Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Railroad.
WILLIAM L. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
No. 814 S. Delaware avenue,
Agents at Savannah, Hunter & Gammell.

4 12

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LIFE,
The steamship PIONEER. 512 tons, Captain J. Bennett, will leave for the above port on Thursday, September 19, at 8 o clock A. M., from Pier 18 South A harves.

A harves.

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

Agents at Wilmington, Worth & Daniel.

WILLIAM L. JAMES, General Agent,

CHAS, E. DILKES, Freight Agent.

418

No. 314 S. Delaware avenue.

HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL. 

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET, DRAFTS AVAILABLE THROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES.
For particulars apply to
TAPSCOTTS, BROTHERS & CO.,
No. 26 SOUTH Street, and No. 22 BROADWAY,
11 Or to THOS. T. SEARLE, No. 217 WALNUT

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxyllle, Nashvilla 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 Georgetowa.
M. ELDRIDGE & Co., Agents at Alexandria, Va.

POLY.—DAILY LINE FOR BALTI.
MORE, via Chesapeake and Deta POLY.—DAILY LINE FOR BALTI.

MORE, via Chesapeake and Deta

Wast Canal.

Philadelphia and Baltimore Union Stramboat Company, 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.

Canadays excepted).

Canadays excepted.

Treight description of Freight as low as any
other the.

Freight handled with a great care, delivered
Freight handled with the promptly, and forwarded to all the promptly, and forwarded to all the promptly, and forwarded to all the promptly and the promp

For further information apply to
JOHN D. RUOFF, Agent,
5 162 No. 18 N. DELAWARE Avenue. FOR NEW YORK, VIA DELAware and Raritan Canal.
Express Steamboat Company Steam Propellers
leave Daily from first whart below Market street.
Through in twenty-four hours. Goods forwarded to
air points, North, East, and West, free of commission.
Freight received at the lowest rates.

WM. P. CLYDE & CO., Agents,
No. It South Wharves.

JAMES HAND, Agent,

JAMES HAND, Agent, No. 104 Wall street, New York, FOR NEW YORK, SWIFTSURE Transportation Company Deapatch and Swiftaure Lines, via Deiaware and Karitan Canal, on and after the lith of
March, leaving daily at 12 M, and 5 P, M., connecting
with all Northern and Rastern lines.
For freight, which will be taken on accommodating
terms, apply to

WILLIAM M. BAIRD & CO., No. 182 S. DELAWARE Avenue. 1 15: TO SHIP CAPTAINS AND OWNERS.

The undersigned having leased the KERS.

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

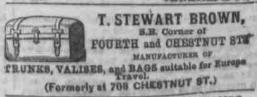
Captains or Agents, Ship-Carpenters, and Machinists having vessels to repair, are solicited to call, Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on reasonable terms.

JOHN H. HAMMITT, Keusington Screw Dock,

1 1 DELAWARE Avenue, above Laurel street 912 ARCH STREET. - GAS FIXTURES, CHANDELIERS, BRONZE STATUARY, ETC.-VANKIRK & CO. would respectfully direct the attention of their friends and the public general forms.

the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELLIERS, and ORNAMIENTAL BRONZE WARES. Those wishing handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before N. B.—Solied or tarnished fixtures refinished will special care and at reasonable prices.

22 5m



UNITED STATES REVENUE STAMPS.—
Central Depot, No. 108 South FIFTH Street, one doe
below Cheanut. Established 1862.

Revenue btamps of every description constantly of
hand in any amount. hand in any amount.
Orders by Mail or Express promptly attended to.