THE DAILY EVENING TELEGRAPH - PHILADEPRIA, THURSDAY, SEPTEMBER 12, 1867.

EVENING.

ine is the tranquil hour, purpureal Eve! nt long as godlike wish or hope divine forms my spirit, ne'er can I believe hat this magnificence is wholly thine! -From world not quickened by the sun A portion of the gift is won; An intermingling of Heaven's pomp is spread On ground which British shepherds tread!

BULL'S BEVERAGES.

Wine and Wine Trade in England. A writer in the Edinburgh Review narrates some facts of interest concerning wine drinking in England. He tells us that for a century and a half wine has ceased to fill its proper place in England; it is even now almost unknown to the mass of the people; the average annual con-sumption per head had sunk to a bottle and a half; and thus the richest nation on the globe had contrived, by self-imposed laws, to deprive itself of the noblest and most healthful beverage that exists. Nay, worse; the pernicious effect of these laws has been, that the article consumed and imported as wine ceased to be wine at all, and became something else; and that the people of England, when they spoke of wine, applied the term to liquors in which the honest juice of the grape had but a small part. Under these duties England became the smallest wine consumer in the world; her wine was dear, her wine was bad, and, above all, sophisticated until it had lost all the best original qualities of its nature.
Such was the state of the wine trade and of

English ceilars when the negotiation of the Commercial Treaty with France, so ably con-ducted by Mr. Cobden, brought the question to a prompt solution.
In 1852 the duties on wines began to be dimi-

nished, until last year the distinction on wines in bottles was wholly abrogated. We quote:—
This was the first attempt to give what are termed the "light wines" a chance in the Eritish market; before this bold stroke of the then tish market; before this bold stroke of the then Chancellor of the Exchequer, all but the highest priced wines of France and Germany were practically excluded from our market by the fiscal barrier of \$5. 9d. duty per gallon, which in many cases was several times the value of the wine itself. Consequently the moderately priced natural wines of Europe never reached the tables of our middle classes, and it was only when they took their holiday trip abroad that they became practically aware of the fact that in many parts of the Continent wine was as cheap as beer, nay, sometimes as cheap or cheaper than water. It certainly was a shock to their preconceived notions that what they had been accustomed to look upon as a luxury, had been accustomed to look upon as a luxury, other nations at their very doors treated as a necessary of life. It was predicted by the old-fashioned wine merchants that the liberal Chancellor of the Exchequer's policy would not succeed; that the people of this country would not drink the record court trash that satisfied one drink the poor sour trash that satisfied our triends acress the water; if they took wine, they would have wine such as the full-bodied vin-tages to which they had been accustomed; in short, any stone that was at hand was cast at the policy of the statesman who, following in the steps of his great leader, completed the gift of

cheap bread with cheap wine.

Like many other predictions inspired by interested motives, these have already, within six years of the time when they were made, totally and signally failed. Taking the wines of France as the typical natural light wines of Europe, the start they have taken since the manusuration of the new policy is perfectly astonishing. In the year 1859, under the old duty of 5s. 9d. per gallon, we imported the very moderate quantity of 695,913 gallons; but last year the quantity had increased to 3,365,802 gallons, showing an augmentation in the seven years of 383 per cent. on French wines alone. If the increase should go on at anything like the same rate, the revenue, instead of suffering a loss, will very speedily more than recover itself; indeed, we auticipate that when the other natural vintages of Europe become better known, and find their way here, the new low wine duties, like the penny post reform, will yield an increasing return to

Exchequer. Two hundred years ago CLARRY

was the wine of England—as, indeed, it has been of other countries in Northern latitudes up to the present time—and would probably have continued so were it not for the fiscal burdens imposed upon it in the latter end of the

All classes but the very lowest were then familiar with the cup of pure wine which "cheers but not inebriates." In 1678 the duty was doubled upon claret, and when, in 1697, the Government began its deliberate imposition of a differential duty of French wines in favor of

those of Portugal,

PORT WINE came in vogue. The writer continues:—
The part port wine introduced into this country did not come from the Alto Douro district at all. It was got sweet and strong as we know it, but it had a clarety-burgundy character, very

much like some of the pure vintages drank by the Portuguese at the present day. The nery potations now consumed under that magic name are the result of a long process of manipulation, of "fortifying," of "coloring," and "sweetening." of degrading, in short, good wine to a supposed standard demanded by the British taste, but which has at length resulted in its almost total banishment from refined tables, and its descent to a ruder class of consumers, who have caught up the tastes of the upper ten thousand just where they have left them off. The middle classes, or rather the lower portion of them, have followed suit, and port and sherry have for a long time been the only wines they are practi-cally acquainted with. Both of these wines are adulterated to an extent few people would believe. Omnibus passeugers a year or two ago were startled by seeing advertisements on the roof touching "the pure standard of natural sherry." Why, said every man to himself, is not all sherry natural? How can the juice of the grape be anything but natural? The wine merchant who invented that adver-tisement was the greatest enemy to the "trade" there had for it are people thinking. Let us it ever had, for it set people thinking. Let us see what this natural wine really is. Pure and uncontaminated, from the grape, it never makes in Spain more than 28 per cent, of spirit, the average according to Mr. Shaw being but 22 per cent., consequently the lowest cannot make more than 16 per cent; and as this wine would be selected to make common sherry, from its poverty it would require at least 20 per cent. of spirit to bring it up to the regulation strength. In the case of port wine the addition of spirit is done with a double purpose. As the Englishman is supposed to like a strong sweet wine, the only possible means of obtaining those two aniagonistic qualities is to stop the fermentation of the must by the addition of spirit before all the sugar it contains is changed into alcohol; by this means a sufficient quantity of saccharine matter is retained to suit our supposed taste. This artificial wine so dosed with spirit to prove touched by the Portuguese. is never touched by the Portuguese, nor indeed by any nation of Europe excepting England.
The English Secretary of Legation at Lisbon,

writing under date of January last, corroborates the above statements of the impurity of port.

He says:"All port wine hitherto exported for the English market is largely mixed with brandy, and is composed almost quite as much of eider berries as of grapes. This is the composition of all the port wine hitnerto drank in England. No pure wine, no wine not thos specially adultant of the English laste, was allowed by the terated for the English taste, was allowed by the Government committee of tasters to pass the oar of the Douro for export to England before

The fact is, says the Edinburgh Review writer, the vitiated taste for artificial wines keeps the natural wines out of the English market. The writer warns his countrymen against purchasing festival wines, especially

CHAMPAGNE. It should be remembered that any wine may be made sparkling by the aid of a little liquid barley sugar, which sets up a fermentation in it and fills it with carbonic gas. This being the case, common coarse wine much more potent than any that comes from the champagne district is so treated, and the consequence is that the drinker, believing that he

may indulge in it literally, finds that he speedly becomes less steady and collected than he would wish to be. We are told, indeed, that be would wish to be. We are told, indeed, that some of the better class champagnes are adulterated with brandy to suit the English market; and a tale comes across the Atlantic to the effect that our American cousins are using refined petroleum for a similar purpose. In Hamburg, in one of the public gardens known as Schmidt's Tivoli, an enterprising public purveyor has erected a magnificent syphon fountain from which flows champagne at two pence per glass. It is scarcely necessary to say that not a hundredth part of the wine that goes forth with showy labels and with well-known names ever comes from the champagne district at all. Knowing as we do that the vineyards of Epernay, Fleur de Sillery, etc., are limited in acreage, how can we account for the astound-Epernay, Fleur de Sillery, etc., are limited in acreage, how can we account for the astounding number of wines so labelled in the shop windows? It would require a province to grow anything like the quantity offered for sale every day in the grocers' windows alone. An official investigation has established that France exports to England 1,000,000 bottles; to India, 5,000,000; keeps at home, 2,500,000; sends to Germany, 2,500,000; to Russia and the North, 2,000,000; and to Belgium, 500,000 bottles; with some smaller quantities to other countries. ome smaller quantities to other countries. The Americans assert that they drink 7,000,000 bot-tles more than is mentioned in this allowance; and knowing as we do that champagne is the favorite Russian wine, it is ridiculous to sup-pose that they are satisfied with four times as much as Belgium.

The wine that is still most largely consumed in England is sherry, which being fortified, and making far over 26 per cent. of spirit, does not come in under the one shilling duty, the rate being two and sixpence.

Mr. Ford thinks the more modern liking for

sherry was brought about by Lord Holland on his return from Spain, at the beginning of the century. Mr. Cyrus Redding, however, says the fashion of drinking this wine was set by the Prince of Wales.

FALSE .- The Pall Mall Gazette says, some what brutally:—"Parisian society is highly provoked at a discovery which has resulted from the affaire Frigard. It seems that the victim, Sydonie de Folleville, so well known in all public places in which the Parisian Anonymas exhibit their charms for the magnificence of her hair, was in reality as bald as a coot, and that the display which has brought so much grist to her mill for some years past was entirely, from root to point, the work of the artiste de cheveux to whom the unhappy girl entrusted the decoration of her perioranium. So admirably was the wig adjusted to the skull that it was only when the doctors were called in to examine her decayed body that the imposture was discovered."

LUMBER.

1867.—SELECT WHITE PINE BOARDS
AND PLANK.
44, 54, 64, 2, 236, 3, and 4 inch
CHOICE PANEL AND 1st COMMON, 16 feet long.
44, 54, 64, 2, 236, 3, and 4 inch
WHITE PINE, PANEL PATTERN PLANK,
LARGE AND SUPERIOR SPOCK ON HAND,

-BUILDING! BUILDING

T-BUILDING! BUILD
BUILDING!
LUMBER! LUMBER! LUMBER!
44 CAROLINA FLOORING.
54 CAROLINA FLOORING.
54 DELAWARE FLOORING.
WHITE PINE FLOORING.
WHITE PINE FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
SPRUCE FLOORING.
RAIL PLANK.
PLASTERING LATH.

1867.-C E D A R AND CYPRESS
SHINGLES.
LONG CEDAR SHINGLES,
SHORT CEDAR SHINGLES,
COOPER SHINGLES,
FINE ASSORTMENT FOR SALE LOW,
NO. 1 CEDAR LOGS AND POSTS,

1867.—LUMBER FOR UNDERTAKERS LUMBER FOR UNDERTAKERS PRED CEDAR, WALNUT, AND PINE

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

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

1867.—SPRUCE JOIST! SPRUCE JOISI!
FROM 14 TO 22 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
No. 2500 SOUTH STREET,

U. S. BUILDERS' MILL, NON, 24, 26, AND 28 N. FIFTEENTH NT., ESLER & BRO., Proprietors.

Al #3ys on hand, made of the Best Seasoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS.

Neweis, Balusters, Bracket and Wood Mouldings WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS.

Wainut and Ash Hand Railing, 3, 3%, and 4 inches. BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 612

J. C. PERKINS, LUMBER MERCHANT,

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

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. 123.
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 Havertord and Somerset streets, Twenty-lourth Ward, Philadelphia, containing in trent on Haverford street 25 feet, and in depth 110 feet, will attend to the duties of his appointment on MONDAY, September 16, 1897, 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 in on said fund.

D. P. BROWN, JR.,
2 168

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

THE CITY AND COURT

PHIA

ELIZABETH B. FRY, by her next friend, etc., vs.

RHINARD G. FRY.

June Term, 1867, No. 2. In Divorce.

To Rhinard G. Fry, Respondent—Sir:—You will please take notice of a rule in the above case granted, returnable SATURDAY, September 21, 1867, at 10 o'clock A. M., to snow cause why a divorce a vinculo matrimonii should not be decreed.

9 12ths4t*

Attornoy pro Libellant.

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

AMANDA BENNETT vs. JERVIS H. BENNETT,

March Term. 1867. 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 vinculo matrimonii should not be decreed in said case.

EDGAR E. PETIT,

9 3 tuths 51*

Attorney for Libellant.

TOSTATE OF CHARLES S. LUKENS, DE-Letters of Administration upon above Estate having been granted to the undersigned, all persons indebted to said Estate are requested to make payment without delay; and all persons having claims against said Estate to present them to against said Estate to present them to Quakertown, Bucks county, Pa, Or to his Attorney, ISAAC GERHART, S1 thot* No. 126 S. SIXTH Street, Philadelphis. ESTATE OF CHARLES ALLMENDINGER.

Deceased.

Letter testamentary upon the estate of CHARLES ALLM ENDINGER having been granted to the undersigned, all persons indebted to the said estate will make payment, and all persons having claims will present them to PALMYRA ALLMENDINGER, Executrix, No. 524 N. SECOND Street.

PHILADELPHIA, September 5, 1867.

9 5 these

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFEUT JUNE 2, 1867. SUMMER TIME, TAKING EFFECT JUNE 2, 1851,
The trains of the Peonsylvania Central Railroad
leave the Depot, at THIRTY-FIRM and MARK ET
Streets, which is reached directly by the cars of the
Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one
square of it.
On Sundays—The Market Street cars leave Front
and Market Streets thirty-five minutes before the

No. 187 DOCK Street. TRAINS ARRIVE AT DEPOT, VIZ.:-Parlesburg Train
Lancaster Train
Fast Line and Erie Express
Paoil Accommodation, No. 2....
Day Express...

For further information apply to
JOHN C. ALLEN, Ticket Agent, No. WI CHESNUT Street, SAMUEL H. WALLACE, Ticket Agent at the Depot,
Ticket Agent at the Depot,
The Pennsylvania Railrond Company will not as
sume any risk for Baggage, except for Wearing Ap
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 special contract. EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

lorence. At 5 and 10 A. M., 1, 4, 5, 6, and 11-30 P. M., for Edge-

water, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., 1 4, 6, and 11 20 P. M., for Fish House.
The 1 and 11'30 P. M. Lines leave from Market
Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At 11 A, M., 4'30 P, M., and 12 P, M. (night), via Kensington and Jersey City, New York Express Lines.
Fare, \$3.
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 8 and 10 15 A. M., 230, 430, 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, Prom. Kensington Depot. From Kensington Depot,
From Kensington Depot,
At 8 A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandalgua, Elmira, Ithaca, Owego, Rochester,
Binghamton. Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc.

At 8 A. M. and 350 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc.

The 350 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

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

At 5 P. M. for Lambertville and intermediate Stations.

Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—
At 1:20 A. M., and 1:20 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$3 25.
The 1:20 A. M. and 6:30 P. M. Lines will run daily.
All others, Sundays excepted.
July 15, 1867. WM. H. GATZMER, Agent.

OR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry). Commencing TUESDAY, September 3, 1867. 1 foot of MARKET Street (Upper Ferry).
1: Commencing TUESDAY, September 3, 1867.
4:00 P.M. Cape May, Passenger.
RETURNING TRAINS LEAVE CAPE ISLAND.
8:00 A. M. Morning Mail.
The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7:00 A. M., returning leaves Cape Island at 5:00 P. M.
Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company. Camden, N. J.
Through tickets can be procured at No. 828 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.

purchasing tickets at this office can have their onggage checked at their residences.

WEST JERSEY RAILROAD LINES,
from foot of MARKET Street (Upper Ferry),
Commencing TUESDAY, September 3, 1867,
8'00 A. M. Morning Mail, for Bridgeton, Satem
Millville, Vineland, and intermediate stations.
3'30 P. M. Bridgeton and Salem Passenger,
4'00 P. M. Cape May Passenger,
6'00 P. M. Woodbury Accommodation.
Cape May Freight leaves Camden at 2'30 A. M.
West Jersey Freight Train leaves Camden at 11'50
A. M.
Freight will be received at Second Covered Wheet Freight will be received at Second Covered Wharf below Walnut street, from 7:00 A. M. until 5:00 P. M. Freight received before 8:00 A. M. will go forward the

same day.

Freight Delivery, No. 228 S. DELAWARE Avenue
7 2 tf WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M. 1, 2, 34, 38, 4, 5, 58, 610, 7, 8, 9, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 5, 65, 7, 8, 8, 10, 11 P. M.
The 8'20 Lown Train and 3% and 5% Up Trains will not stop on the Germantown Branch.

The 8'20 bown Train and 8% 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, 6.9% P. M.

CHESNUT HILL RAILROAD.

Leave Chesnut Hill 710, 8, 940, and II 40 A. M. 140, 540, 540, 640, 840, and 1040 P. M.

Leave Chesnut Hill 710, 8, 940, and II 40 A. M. 140, 540, 540, 640, 840, and 1040 P. M.

Leave Philadelphia 9% A. M. 2 and 7 P. M.

Leave Chesnut Hill 760 A. M. 1240, 540, and 925

P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7%, 9, and II 65 A. M. 1%, 8, 4%, 5%, 6%, 805, and 11% P. M.

Leave Norristown 540, 7, 790, 9, and II A. M. 1%, 8, 4%, 6%, and 8% P. M.

Leave Philadelphia 3 A. M. 230 and 715 P. M.

Leave Philadelphia 3 A. M. 230 and 715 P. M.

Leave Philadelphia 6, 7%, 9, and II 65 A. M. 1%, 3, 4%, 5%, 6%, 805, 9%, and 11% P. M.

Leave Philadelphia 6, 7%, 9, and 11% A. M. 1%, 3, 4%, 5%, 6%, 805, 9%, and 11% A. M. 6 and 9% P. M.

Leave Philadelphia 6, 7%, 820, 9%, and 11% A. M. 2 3%, 5, 6%, 90 and 10% P. M.

Leave Philadelphia 9 A. M. 6 and 9% P. M.

Leave Manayunk 6'10, 7%, 820, 9%, and 11% A. M. 2 3%, 5, 6%, 9, and 10% P. M.

Leave Manayunk 7% A. M. 6 and 9% P. M.

Leave Manayunk 7% A. M. 6 and 9% P. M.

W. S. WILSON, General Superintendent.

Depot. NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets, PHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE.
Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Dil Region of Fennsylvania.
ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1887, the trains on the Philadelphia and Eric Railroad will run as follows:—

RAILROAD LINES,

READING RAILBOA
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1857,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets. Philadelphia, at the following hours:

Leaving the Company's Depot, at THAIRTEN'RE and CALLOWHILL, Streets. Philadelphia, at the following hours—
MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stationa Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamaque, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pituton, York, Carlisle, Chambersburg, Haggrstown, etc. etc.

This train connects at REA DING with East Pennsylvania Railroad 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 Comberland Valley and Schuyikill and Susquehanna Gains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

and Schuyikili and Susquehanna Grains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Potstown at 5:20 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 5:30 P. M.; arrives in Pottstown at 5:45 P. M.

READING ACCOMMODATION

Leaves Reading at 7:30 A. M., stopping at all way atations, arriving at Philadelphia at 5:00 P. M.; arrives b Reading at 7:50 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 5:45 P. M.

A., and Pottsville at 5:45 P. M., arriving in Philadelphia at 1:00 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 1:00 P. M. Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

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

Market train, with passenger car attached, leaves Philadelphia at 2:45 P. M., arriving in Philadelphia at 8:10 P. M.

Market trains with passenger car attached, leaves Philadelphia at 2:45 P. M., arriving in Philadelphia at 3:47 P. M., Market train, with passenger car attached, leaves Philadelphia at 3:47 P. M., Sundays excepted. Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 3:47 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 8:28 P. M.

CHESTER VALLEY RAILEOAD.

Passengers for Downingtown and intermediate

P.M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 730 A. M., and 500 P. M. trains from Philadelphia, returning from Downingtown at 610 A. M. and 100 P. M.

M. and 100 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST

Leaves New York at 9 A. M., and 5 and 1000 P. M., passing Reading at 150 A. M. and 150 and 1000 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicaso. Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, as 3 and 846 A. M. and 9 P. M., passing Reading at 44 and 650 A. M., and 470 and 1115 P. M., and arriving in New York at 1010 A. M., and 440 and 852 P. M. Sieeping.cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 211 P. M., Mail train for Harrisburg leaves New Yorl at 12 M.

BCHUYLKILL VALLEY RAILROAD. CHESTER VALLEY RAILBOAD.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottaville at 7 and 11:30 A. M., and 7:19
P. M., returning from Tamaqua at 7:35 A. M. and 1:40

P. M., returning from Tamaqua at 7:35 A. M. and 14(and 4:15 P. M.
S. HUYLKILL 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.
TICKETS.
Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
Canada. anada. Excursion tickets from Philadelphia to Reading and Excursion tickets from Philadelphia to Reading 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, 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

At 25 per cent. discount, between any points desired for iamilies and firms.

MILEAGE TICKETS,

Good for 2000 miles between all points, \$52'50 each for families and firms.

SEASON TICKETS,

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

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

EXCURSION TICKETS

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

Goods of all descriptions forwarded to all the above

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 550 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, 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.

NORTH PENNSYLVANIA RAILROAD.

THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Manca Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions,
Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and after WEDNENDAY, May 8, 1887, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—At 7.45 A. M.—Morning Express for Bethlebem and Principal Stations on North Pennsylvania Railroad connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Manch Chunk, Weatherly, Jeansyllie, Hazelton, white Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys, also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Rupert, Danville, Mittou, and Williamsport, Arrive at Mauch Chunk at 12.05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Eethlehem at 11.55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 8-65 A. M.—Accommodation for Doylestown, stop-York.

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

At 10-15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 13-15 P. M.—Express for Bethlehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandeah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions, Passengers for Greenville take this train to Quakertown. town.
At 245 P. M.—Accommodation for Doylestown.
stopping 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 Sumneytown,
At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers for Willow Grove, Hatboro, and Hartaville, take stage at Abington; for Lumberville at Doylestown.
At 5 20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Haliroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.
At 6 20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11 28 P. M.—Accommodation for Fort Washington.

ping at all intermediate stations.
At 11'39 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 9'15 A. M., 2'05 and 8'40 P. M.
2'05 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Hazieton. Passengers leaving Easton at
1'20 A. M. arrive in Philadelphia at 2'05 P. M.
Passengers leave Wilkesbarre at 1'30 P. M., connect
at Bethlehem at 6'15 P. M., and arrive in Philadelphia
at 8'40 P. M.
From Doylestown at 8'25 A. M., 5'10 P. M., and
7'40 P. M.
From Lansdale at 7'20 A. M.
From Fort Washington at 11'50 A. M. and 3'05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9'30 A. M.
Philadelphia for Bethlehem at 9'30 A. M.
Bethlehem to Philadelphia at 1'30 A. M.
Bethlehem to Philadelphia at 4'30 P. M.
Fifth and slixth Streets Passenger cars convey passengers to and from the new depot,
White cars of Second and Third Streets line and
Union line run within a short distance of the Depot,
Tickets must be procured at the Ticket Office in
order to ecure the lowest rates of fare.
Tickets solu and Baggage checked through to princelpal points at hann's North Pennsylvania Baggage
Express Office,
No. 105 S. FIFTH Street.

A NNAMESSIC SHORT LINE ANNAMESSIC SHORT LINE

United States Mail Route to the South and Southwest.

on and after JULY 8, trains will leave Depot Philadelphia, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at 11. P. M., connecting closely with Express trains for the principal cities bouth, including Wilmington, N. C., Goldsboro Rewbern, Charleston, Savannan, Baleigh, Charlotte, Columbia, Bacom, Angusta, Montgomery, Mobile New Gricans, and intermediate points.

For tickets and information inquire at Offices, Nos 411 and 628 CHESNUT Street, or at Depot, BROAD Stroot and WASHINGTON Avenue.

H. V. TOMPKINS, General Passenger Agent, C. I. TROWBRIDGE, General Passenger Agent.

RAILROAD LINES.

WEST CHESTER AND PHILADELPHIA
BUMMER ARRANGEMENT,
On and after MONDAY, June 24, 257, Trains will
leave Depet, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:
Leave Philadelphia for West Chester, at 1, 2, 4, M.,
II A. M., 230 P. M., 415 P. M., 450 P. M., 700 P. M., and
10 30 P. M. II A. M., 230 P. M., 436 P. M., 436 P. M., 700 P. M., and 1030 P. M.

Leave West Chester for Philadelphia, from Depo on heat Market street, at 636 A. M., 735 A. M., 736 and 1034 S. M., 155 P. M., 430 and 656 P. M.

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

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 735 A. M., and going west will take train leaving Philadelphia for Media at 530 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 530 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 derarture.

The Chesnut and Walnut Street cars connect with

Front and Market streets thirty minutes previous to detarture.

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

ON SUNDAYS.

Leave Philadelphia at Fro A. M. and 2 P. M.

Leave West Chester at 7:45 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 leaving Philadelphia at 7:15 A. M. and 4:50 P.

M., and leaving West Chester at 7:25 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 bagging, 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.

4 183

General Superintendent. General Superinter

PHILADELPHIA, WILMINGTON AND BALL

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 5, 1867, Trains will leave Depot, corner BROAD Street and WASH INGTON Avenue, as follows.
Way Mail Train at 5:30 A. M. (Sundays excepted for Haltimore, stopping at all regular stations. Cosnecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.
Express Train at 1:30 A. M. (Sundays excepted) for Baltimore and Washington.
Express Train at 3:20 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northesst, Charlestown, Perryville, Havrede-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's, and Stemmer's Run.
Night Express at 1:00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Rairoad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk via Baltimore will take the 11:50 A. M. Train.

VILMINGTON TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:30, 2:00, 4:30, 6:00, and 11:30

Stopping at all Stations between Philadelphia and Whimington.

Leave Philadelphia at 12:30, 2:00, 4:30, 6:00, and 11:30 (daily) P. M. The 4:30 P. M. Train connects with Delawars Railroad 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 6:14 (daily) P. M. The 7:16 A. M. Train will not stop at stations between Chester and Philadelphia,:

FROM BALTIMORE TO PHILADELPHIA.

Leave Railmore 7:25 A. M., Way Mail. 9:35 A. M., Express, 2:15 P. M., Express, 6:35 P. M., Express, 8:55 P. M., Express, 5:30 P. M., Express, 8:50 P. M., Express, 6:35 P. M., Express, 8:50 P. M., Express, 6:35 P. M., Express, 8:50 P. M., Express, 8:50 P. M., Express, 6:50 P. M., Express, 8:50 P. M., Express, 8:50 P. M., Express, 6:50 P. M., Express, 8:50 P. M., Express, 8:50 P. M., Express, 6:50 P. M., Express, 8:50 P. M., Express, 6:50 P. M., Express, 8:50 P. M., Express, 8:50 P. M., Express, 6:50 P. M., Express, 8:50 P. M., Express, 8:50 P. M., Express, 6:50 P. M., Express, 8:50 P. M., Express, 9:50 P. M., Express, 9

CHORTEST BOUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC BAILROAD,
On and after MONDAY, September 2, 1867, trains will
leave VINE Street Ferry, as follows;—

720 A. M. leave VINE Street Ferry, as ionows;— 730 A. M.,
Mall. 730 A. M.,
Freight, with Passenger Car attached. 915 A. M.,
Atlantic Accommodation 415 P. M.,
BETURNING-LEAVES ATLANTIC. Mall.

DHILADELPHIA AND BALTIMORE CENTRAL RAILBOAD.—summer Arrangements,
On and after SATURDAY, June 1, 1867, Trains will
leave Philadelphia, from the Depot of the Weat
Chester and Philadelphia Railroad, corner of
THIRTY-FIRST and CHESN UT Streets (West Philadelphia), at 715 A. M. and 4% P M.
Leave Rising Sun at 5°15 and Oxford at 8°66 A. M.,
and leave Oxford at 3°25 P. M.

A Market Train, with Passenger Car attached, will
run on Tuesdays and Fridays, leaving the Rising Sun
at 11°15 A. M., Oxford at 12°0 M., and Kennett at 1°06
P. M., connecting at West Chester Junction with a
Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2°30 P. M., run
ing through to Oxford.

The Train leaving Philadelphia at 2°30 P. M., run
lects 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 leaving Philadelphia at 4°50 P. M., runs to
Rising Sun, Md.

Passengers allowed to take wearing apparel only,
as baggage, and the Company will not in any case be
responsible for an amount exceeding one hundred
dollars, unless a special contract be made for the same,
5112

HENRY WOOD General Sup't.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOLLER WORKS.—NEAFIE & LEVYU MACHINISTS, BOLLER MAKERS BLACK-BMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Bollers, 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 Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine, Tubular, and Cylinder Bollers, of the best Pennsylvania charcoal iron. Fergings of all sizes and kinds: iron and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

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

The subscribers have ample wharf-dock room for anteed.

The subscribers have ample wharf-dook room for repairs of boats, where they can lie in perfect satety and are provided with shears, blocks, falis, etc., etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LIEVY.

BEACH and PALMER Streets.

J. VAUGHAN MERRICK, WILLIAM R. MERRICK FOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, PHILADRIPHIA.

MERRICK & SONS, MERRICK & SONS, MERRICK & SONS, MERRICK & SONS, MANUFACTURE HIGH AND LOW Pressure Steam Engines for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Bosss, etc.
Castings of all kinds, etcher iron or brass, iron Frame Room for Gas Works, Workshops, and Railroad Stations, etc.

Retorts and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills. Vacuum Pana, Open Steam Trains, Defectors, Filters, Pumping Engines, etc.

Bole Avents for N. Billeux's Patent Sugar Rolling gines, etc.
Sole Agenta for N. Billeux's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Appinwall & Woolsey's Patent Centringal Sugar
Draining Machine.

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

Well-known
MACHINERY FOR COTTON AND WOOLLEN
MILLIS,
Including all recent improvements in Carding, Spin
ning, and Weaving.
We invite the attention of manufacturers to our extensive works.

ALFRED JENES & SON, ALFRED JENES & SON,

SHIPPING STEAM TO LIVER POOL—CALLING as a long at Queenstown.—The Imman Line, sating a semi-weekly, carrying the United States Malls.

ETNA Wednesday, september it CITY OF BALTIMORE. Saturday, september it CITY OF WASHINGTON. Wednesday, september it CITY OF WASHINGTON. Wednesday, september it CITY OF WASHINGTON. Wednesday, september it CITY OF PARIS. Saturday, september it CITY OF PARIS. Saturday, september it CITY OF PARIS. Saturday, september it And each succeeding Saturday and Wednesday, at noon, from Pier No. 45. North Eiver.

By the mail steamer sailing every Saturday.

Payable in Gold. Payable in Currency

First Cabin. 105 Steerage. 250

To London. 105 To London. 25

To Paris. 115 To Paris. 15

Passage by the Wednesday Steamers:—First Cabin, 100; Steerage, 250. Payable in U. S. Carrency.

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate raices.

Steerage a passage from Liverpool or Queenstown, 240

men, etc., at moderate raice.

Steerage passage from Liverpool or Queenstown, \$40
currency. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's
offices,

JOHN G. DALE Agent.

No. 15 BROADWAY, N. Y.,

871 or No. 411 CHESNUT St., Philadelphia.

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

LINE.

FOR NEW ORLEANS, LA.

JUNIATA 12:6 tons, Capisin F. F. Hoxle,
TIOGA, 1075 tons, Capisin J. T. Morse.

STAR OF THE UNION, 1076 tons, Capisin T. H.

COOKSEY.

The JUNIATA will leave for New Orleans on SATURDAY, Sept., 21, at 8 o'clock A. M., from Pier 18

South Wharves.

The TIOGA will leave New Orleans for this port
September 21. September 21.
Through bills of lasing signed for freight to Mobile.
Galveston, Natchez, Vicksburg, memphis, Nashville
Cairo, St. Louis, Louisville, and Cincinnati.
Agents at New Orleans, Creevy, Nickerson & Co.
WILLIAM L. JAMES, General Agent,
CHAS. E. DILKES, Freight Agent,
No. 314 S. Delaware avenue.

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST!
THROUGH RECEIPTS TO NEWBERN,
Also all points in North and South Carolina, via
Seaboard and Roanoke Railroad, and to Lynchburg,
Va., Tennessee and the West, via Norloik, Petersburg, South-Side Railroad, and Richmond and Danville Railroad. Va., Tennessee and the West, via Noriola, Petersburg, South-Side Railroad, and Richmond and Danville 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 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 City Point.

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

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

TONAWANDA, SO 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., from Pier 15 South Wharves.
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. 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-FANY'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 19, at 8 o'clock A. M., from Pier 18 South Wharves.

Wharves.

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,

11 No. 314 S. Delaware avenue. HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES
DRAFTSAVAILABLETHROUGHOUT ENGLAND FTS AVAILABLE THROUGHOUT ENGLIRELAND, SCOTLAND, AND WALES. For particulars apply to TAPSCOTTS, BROTHERS & CO., No. 36 SOUTH Street, and No. 23 BROADWAY, II 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 from the most direct route for Lynchburg, Bristol, Knoxville, Nashvilla Dalton, and the Southwest. Steamers leave regularly from the first wharf above

Market street.
Freight received daily.
WM. P. CLYDE & CO.,
Wo. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandris, Vg.

POLY.-DAILY LINE FOR BALTI MORE, via Chesapeake and Dem war. Canal.

Philadelphia and Baltimere Union Steamboat 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. (Sundays excepted).

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

French handled with great care, delivered. other live.

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

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

For further information apply to
JOHN D. RUOFF, Agent,
5 16 No. 18 N. DELAWARE Avenue, FOR NEW YORK, VIA DELAware and Rarlan Canal.
Express Steamboat Company Steam Propellers
leave Daily from first wharf 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 Despatch and Swiftsure Lines, via Delaware and Karltan Canal, on and after the 15th of
March, leaving daily at 12 M, and 5 P. M., connecting
with all Northern and Eastern lines.

For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 181 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS.

The undersigned having lessed the KEM.

SINGTON SCREW DOCK, begs to inform his friends and the pairons 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 caulker, will give personal attention to the vessels entrusted to him for repairs.

Captainsor Agents, Ship-Carpenters, and Macchinists 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 same on reasonable terms.

JOHN H. HAMMITT.

I II DELAWARE Avenue, above Laurel strees.

ARCH STREET, —GAS FIXTURES, ETC.—VANKIRK & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAB FIXTURES, CHANDELIERS, and ORN AMENTAL 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 purchasing elsewhere,

N. B.—Solled or tarnished fixtures refinished will special care and at reasonable prices.

22 6m

T. STEWART BROWN,
S.R. CORDET of
FOURTH and CHESTNUT STE TRUNKS, VALISES, and BAGS suitable for Europa Travel.

(Formerly at 708 CHESTNUT ST.)

UNITED STATES REVENUE STAMPS.—
Principal Depot, No. 304 CHESNUT Street,
Central Depot, No. 103 South FIFTH Street, one dog
below Chesnut. Established 1882.
Revenue Stamps of every description constantly os
hand in any amount. hand in any amount.
Orders by Mull or Express promptly attended to.