THE DARK EVENING THIRERAPH FROM ADDITIONAL TURNDAYS SEPTEMBER IN THE

THE BATTLE OF LIFE. BY HON, LEONARD MYERS.

A sigh steals down the smiling valley—a gentle sigh of breezes, wafting happiness over the face of nature, and at the sound, from out their beds of earth myriads of things of beauty wake into existence; meadow and plain and hill-side glisten in fairest verdure—flowers fling their fragrance on the gale-stately trees wave their foliage to the passing wind-while streams beneath dance onward to the oceanand the dream-like hum that fills the air and swells in chorus te the arch of heaven tells of the blooming Spring—of the transcendent pleasures of Life.

What a glorious earth has man for a habita-

tion! what scenes surround him to ennoble the soul-what examples to elevate and incite the mind to strive for the goal of Happiness ! That goal, alas! how distant and hard to reach; thorns hedge the road the aspiring one would tread, and weeds spring rank and choking in the pathway, or often, when the seeming height is won, the eminence fades to a common level, and Happiness is as distant as ever! But the soul must toil, though success is but a vision—the mind must work, although its labors be fruitless; for there is a Higher power controlling the actions of man-guiding his impulses and passions, and girding him for the conflict around him and within him-the struggle that is ceaselessly wagingthe Battle of Life!

How sweet is Fame! Even now, upon men's tongues there dwells some name whose every syllable is a charm, thrilling to adoration. Here, a patriot spirit, whose fires have smouldered long beneath wrong and malice, rises superior to ills, and grasps-almost the consummation of his wishes; there, a warrior from the laurelled field receives the homage of a grateful people; or some philosopher, with potent wand, discloses to a wendering world a new discovery in Science. They stand aloft upon the pinnacle of Fortune, and eager crowds beneath echo their praises or envy their success; and upward still they gaze, blind to the rugged orags that lie between— blind to the slippery height they covet—blind to the thousands round them on the same great plain, breathless and bleeding from their vain attempts to climb the dazzling steep-or

happy in an humbler sphere.

Ah! had they seen that lofty mind on the chill yesterday of Adversity, with naught but obstacles before him; who knew that Country was upon men's lips only as a substitute for self, and yet heard his own efforts slandered as false and recreant, and whose high purposes had bent before the storm only to rise unbroken—they would not undergo the patriot's trials, even for his rewards. The soldier's hardships in the camp, with night's cold shadows closing round him, and no pillow for his head save the still colder earth; or 'mid the battle's carnage, or on the ensanguined field, strewn alike with friends and foes, would look not half so pleasant to their eyes as that exulting warrior; or had they watched the student through long years of vain research, poring o'er musty tomes till the stars paled before the light of day, with fevered brow and aching heart, filled with strong hopes that time still dashed to earth—though Time at last was destined to fulfill; the marvels wrought thus dearly, thus hardly given to the world, the car with wings of fire, the thought, borne as on the lightning's shaft, the shadow that no longer vanishes, when won at such a cost, would lose their value, and the philosopher stand unenvied though preëminent.

Men judge too oft by outward show, the glitter hides the dross which lies beneath, the peasant would seek happiness in palaces, the rich, perchance, see pleasures 'mid the poor; all err, all causelessly despond, for place nor circumstance alone can make life happy; there is no lake with breast by winds unrufiled, no ows always nuconvulsed-even so is it with man. How many noble minds are crushed beneath adversity, and pulses that erewhile warmed with a kindred glow to kindred energies, throb now to sorrow and bereavement! How many hearts that lovedloved, oh! how fondly!—are doomed, alas! to live, and live alone! How many breathing beings toil and travail on to gain wherewith they may drag out existence-how many lots that look the brightest are fraught with bitterest woe!

And still the strife goes on, still the throng heaves and swells tumultuously, as waves that surge against the rocks which bind them, and one unceasing current flows turbulently onward, bearing with it the joys and sorrows, the hopes and passions of a world-onward ever, to the trackless ocean of Bternity.

But fields are green and flowers are fairthere is no warfare on the hills, nor in the groves, nor on the plains; the elements break in fearful grandeur above; the seasons come and go—yet sunshine follows storms as day the night, and winter yields to spring. No murmur is heard, save that which trembles through the air, of rippling streams and stirring leaves, and songs of sweetest music; and the works of Nature stand forth in majestic harmony, unmoved by the strivings around them, regardless alike of the fears and longings, the griefs and tumults raging in the breasts of men-serene and placid, despite the contest, and at Peace, through amid the throes of The Battle of Life.

A Conversation with Hon, E. B. Wash-

burn. From the Boston Commonwealth.

It was the pleasure of several of the personal and political friends of Hon. E. B. Washburn, of Elinois, to meet him in social intercourse, the task week, in this city. Mr. Washburn has lately returned from Europe, whither he went prior to the late special session of Congress to recruit his health, which had become considerably impaired. He represented himself as now in very good physical condition, and that his journey had been one of great satisfaction to himself.

that his journey had been one of great skinsterious himself.

Mr. Washburn, as is generally well known, has lately been in Washington, and of course continued his intimate association with General Grant, whose abilities, it is understood by the country, he was the first to discern, while he was foremost and earliest in securing for him proper rank and position in the national army, and since the war has been his "nearest friend," if that term may be allowed in connection with so self-reliant a personage as the General, We violate no confidence, we think, in mentioning Mr. Washburn's estimate of his protege at the present time.

M. Washburn's estimate of his protege at the present

Mr. Washburn regards General Grant as wholly in sympathy with Congress, and its plan of reconstruction. To the particular inquiry of one of our Senators, Mr. Washburn replied that he considered him not only in lavor of thorough reconstruction, as the advanced men understand it, but in favor or standing by the blacks in all their civil, social, and political rights, as conferred by the Beconstruction Acts. He was in constant consultation with Secretary Stanton, Mr. Washburn shirms, in regard to the lately impending change in the Cabinet, receiving notice from Stanton, just before he went out, that his dismissal would soon take place, and was urged by him to accept the place. "Not only was this the case," said Mr. Washburn, "but I know that the letters from Grant to both the President and the Secretary were written by Grant himself, upon cossultation with and further remarked that he should have deemed it a criminal negligence in General Grant not to have accepted the place under the circumstances; and that it is now his doty to remain until the meeting of Congress, even though the President may want to get rid of him.

General Grant, Mr. Washburn further represented,

gress, even though the President may want to get rid of him.

General Grant, Mr. Washburn further represented, was filled with as great apprehension for the safety of the country as any man could be. He had remarked that, when in the war, he was comparatively easy about the result; he knew what was so be the end, and made his preparations accordingly. But now he was filled with alarm; he could not forestell what would transpire from the could not forestell what would transpire from the boundary and such anxiety he had never before had, he preparation, that Congress should do its full duty at the labe seasion, that he personally entreated Senators to tain the power to dismiss the District Commas derived the House had granted, Easting what he allice transpired. (This statement in regard to the supposis of the General).

General Grant, further remarked of the Washburn delige. the appeals of the General.)
General Grant, further remarked Mr. Washbarn,

was not an indifferent or careless observer of passing events. He was an intelligent, reading man. He consulted the leading journals, and noted carefully the criffolds upon his movements. When his letters see the light—as they would surely when Congress met. If not before—they would be found as loyal, as irre to the demands of the times, as any could ask, He did not know that Grant would be retained in the Cal thet ten days longer, but whether or not, the country could rest assured that he was with it, and that it would, scouper or later, recognize in him a fast and valued friend.

As the final remark of this conversation, Mr. Washburn said that the confidence reposed in General Grant was not misplaced; and that all loyal men could stand up for him without hesitancy, or the shadow of a doubt.

onid state of the hadow of a doubt.

The great interest felt at the present time in the collision stumion at Washington renders these views of Mr. Washburn, the confidential friend of General limit, of the highest value, and as such we unreserved.

The New Blackfriars Bridge across the Thames.

The East River bridge enterprise gives additional interest to the following account of the new Blackfriars Bridge over the Thames, which we copy from the London Times:—

"As the works connected with Blackfriars Bridge along the state of th

Bridge slowly advance, it is foun I that the very causes which hastened the decay of the old structure are precisely those which are hinder-ing the completion of the new. It was the gradual alteration in the depth of the bed of the river which destroyed the old bridge. The rush on its centre and southern mers was too much for the weak foundation which upheld them, and though the structure did stand more than a century, nearly half this period was passed in sinking slowly, but surely, into a state of hope less dilapidation and decay. In spite of all the expensive remedies applied, nothing could restore it, and, in fact, it was allowed to stand

store it, and, in fact, it was allowed to stand long after it was dangerous for public traffic.

"To understand the way in which these piers are built, and, indeed, most bridge piers are built nowadays, may not be uninteresting. In almost every sort of great engineering, architectural or nautical undertaking, wood has given place to iron. Wooden coffer-dams for piers of bridges would be as much out of place now as wooden salling ships or mail boats. Wroughtwooden sailing ships or mail boats. Wrought-iron caissons for this purpose of bridge building are a purely English invention, though the name is French. The piers of New Blackfriats Bridge are each one hundred and ten feet long by twenty-two feet wide. Instead of building these by the slow, and therefore expensive, method of damming out the river by a coffer dam of piles, they are constructed by means of wrought-iron caissons, six caissons being required for each pier. These caissons are simply square wrought-iron tubes, open at both ends, and strengthened inside with iron girders to resist the pressure of the water. They are sunk on end in a row exactly the length of the pler and on the spot where the pler is to be built. There are valves in them which allow the tide water to enter and leave freely as it falls and rises, and so in a few days the great weight of the caisson all resting on its lower edge sinks it deep into all the river mud, generally down to the water's surface, where it will

go no further. "Another rim or tube of wrought iron is then bolted on to the top of the caisson, and the girders round the inside of this weighted with iron ballast to the amount of about one hundred tons, and this generally takes it some ten feet or twelve feet deeper. At all events, as long as the caisson continues to sink, other rims are bolted to it, and other weights added till it will go no further. In this state it is generally suffered to remain a week or so when the last weights which the iron will bear are added, and this final test generally sinks it a few inches deeper. All then is secure, for by that time the end of the tube is as deep as it will go into the London clay, and far below the bed of the river. What has to be done then is very simple. The water is pumped out of the tube by a steam-pump in a few hours, and its lower end being perfectly scaled by its penetra-tation into the soil, keeps it perfectly dry. The mud and ooze which it has enclosed are dredged out down to the clay, and when this is reached and levelled the work of building the foundation is commenced some fifty feet below the surface of the Thames, but still in open daylight and in a perfectly dry and safe chamber.

"The foundations are laid in the hardest brick, set in concrete, and thus built, the piers are solid from and the property of the piers are solid from and the property of the piers are solid from and to end up to within six feet

are solid from end to end up to within six feet of dead low water. Here the massive courses of granite commence in huge blocks weighing from twelve to fitteen tons each, and these are continued up to the height from which the iron-

work of the arches springs. "The caissons have been weighted to the utmost they will bear with safety, and the sinking goes on, but in such an uncertain and erratic manner as clearly shows the rotten and unsale nature of the soil through which they are passing. Thus, for days they may remain immovable, or only sink an inch or so, while very recently they went down thirteen inches in a single night. Of course, until they have taken their bearings, as it is called, and will go no further, nothing can be done, for to pump the caisson out with its lower end still insecure would be only inviting such a rush of water be-neath it as would again double the labor to be

gone through to clear it.
"Notwithstanding the depth of water in the caisson, the divers, to the number of five, are daily at work in it, dredging out the interior of the tube, and sending immense quantities of soil to the surface. Their reports all tend to show that the bottom of the tube is very near the clay, and that a few fect more of penetration will make its lower end perfectly water-tight. In the meantime other portions of the works are

cerried on with all the speed that is possible.
"While removing one of the Surrey piers two foundation stones of black slate were brought to light. One of them is evidently a stone that was laid with all pomp and ceremonial, while the other and smaller one found near it was as evidently stowed away on the same day, but prior to the ceremonial, by some master work-man, who took advantage of his opportunity to hand down his name to posterity. The clear cut inscription on the first says:-

"On the 23d day of June, 17d, in the first year of the reign of King George III, the first stone of this the first pier was laid by Sir Robert Ladbroke, Kat., and preside nt of the hon rable committee for carry-ing this bridge into execution. Robert Myine, archi-tect Joseph Dixon, mason."

"The second stone says:—
"On the 22st day of June, 1761, in the first year of the reign of King George III, the first stone of this pier was inid by Joseph Dixon, master mason to this bridge." "It is more than probable that the last men-

tioned stone was really that which was first

Roman Antiquities.

laid."

While making excavations in the Roman emetery at Lillebourn, in France, M. l'Abbe Cochet found twelve or fifteen sepulchres, in which were forty-five glass and earthen vases. In the same locality M. Cochet also discovered a green glass cup, which presents a bas-relief of a combat of gladiators. The names of the celecombat of gladiators. The names of the celebrities of the public games were inscribed upon the borders of the cup. This rare curiosity was broken, so that there could be recognized only the names of Petrahes and Prodes, notorious gladiators of the time of Nero, whose names have been found written upon the walls of Pompeii. Goblets of this kind may be seen in the museum at Vicana, Austria, and have been found in Savoy, in Berry, and in Kent, England, An English paper says:—"The excavation of the ancient Roman city of Uriconium, near Shrewabury, has been carried on at the north angle of what is known to archaeologists as 'the Shrewabury, has been carried on at the north angle of what is known to archaeologists as 'the enameller's workshop;' and the opinion formed some time ago, that this portion of the buildings was used by the Romans for the purpose indicated by the name bestowed upon it, is strongly confirmed by the exploration of the last few weeks. A large number of miscellaneous articles have been turned up by the workmen, among which were fragments of Samian ware which, when put together, formed a pair of bowls of handsome appearance. About a dozen coins of various value and different dates

store of Wroxeter antiquities in the museum at Shrewabury." -Dr, Nathan Durfee, of Fall River, Mass., has presented the Congregational Church at Assonet with a \$3000 organ, formerly in Music Hall, at Fall River.

were also found, together with hair pins, riuge made of amber and of Iron, fragments of en-graved glass, etc. These have been added to the

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1857.
The trains of the Psynapivania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one acquire of it.

1000 A.M.
11219 P.M.
100 P.M.
230 P.M.
400 P.M.
530 P.M.
530 P.M.
730 P.M.
730 P.M.
730 P.M.
730 P.M. The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent No. 137 DOUK Street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express 1718 A. M Philadeiphis Express 7-10 A. M Paoli Accommodation, No. Is.... 710 A. M.
8 20 A. M.
9 20 A. M.
12 40 P. M.
110 P. M.
410 P. M.
6 20 P. M.
7 9 50 P. M. Parkesburg Train
Lancaster Train
Fast Line and Eric Express.
Pacil Accommodation, No. E.
Day Express.
Pacil Accommodation, No. 2.

General Superintendent, Altoona, Pa, 4 29

At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edge-water, Riverside, Riverton, and Paimyra. At 5 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Fish

House.
The 1 and 11'30 P. M. Lines leave from Market
Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT Will leave as follows:—
At II A, M., 430 P, M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines, Fare, \$3. A18, 10 15 and 11 A. M.; 2 30, 3 30, 4 30, 5, and 12 P. M., 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

At 8 and 10 15 A. M., 230, 420, 5. and 12 P. M., for Schencks.

At 10 15 A. M., 230 and 5 P. M., for Eddington.

At 730 and 19 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, From Kensington Depot,

At 8 A. M. or Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Binghamnton, Oswego, Syracuse, Great Bend, Montrese, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc., etc.

At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connecting Hallway, will leave as follows:

At 1:0 A. M., and 1:0 and 2:0 F. M. Washington and
New York Express Lines, via Jersey City, Fare, \$3 25.

The 1:0 A. M. and 6:30 I. M. Lines will run daily,
All others, Sundays excepted.
July 15, 1867.

WM. H. GATZMER, Agent,

DHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE.

Through and direct route between Philadelphia.
Baltimore, Harrisburg, Williamsport, and the Great oll Region of Pennsylvania.

ELFGANT SLEEPING CARS on all Night Trains.
On and after MONDAY, April 29, 1867, the trains on
the Philadelphia and Eric Railroad will run as WESTWARD.

Mail Train leaves Philadelphia.... Erie Express leaves Philadelphia... leaves Williamsport. Elmira Mall leaves Williamsport....

Elmira Mall leaves Philadelphia....

leaves Williamsport...

leaves Williamsport...

arrives at Leck Haven...

EASTWARD.

Mall Train leaves Erie... ... 8'45 P.

PHILADELPHIA, GERMANTOWN, ANI

NORRISTOWN RAILROAD.

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERIMANTOWN.
Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M., 1, 2, 33, 35, 4, 5, 55, 6'10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 8, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45, 6, 65, 7, 8, 8, 10, 11 P. M.
The 8-20 Down Train and 35, and 55 Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 95, A. M. 2, 7, 105, P. M.
Leave Germantown 84, A. M. 1, 6, 95, P. M.
Leave Philadelphia 95, A. M. 2, 7, 105, P. M.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 35, 5%, 7, 9
and 11 P. M.
Leave Chesnut Hill 716, 8, 9'40, and 11'40 A. M. 1'40, 3'40, 5'40, 5'40, 80, 80d 15'40 P. M.
Leave Chesnut Hill 750 A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 12'40, 5'40, 5'40, and 925
P. M.
Leave CONSHOHOCKEN AND NORRISTOWN.

Leave Chesnut Hill 7'50 A. M. 12'40. 5'40, and 9'25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7'5, 5, and 11'05 A. M. 15', 2, 45', 5'5', 6'5, 5'05, and 11'5 P. M.
Leave Norristown 5'40, 7, 7'50, 9, and 11 A. M. 13', 3, 5'5', 6'M, and 5', P. M.
Leave Philadelphia 5 A. M., 2'90 and 7'15 P. M.
Leave Philadelphia 5 A. M., 2'90 and 7'15 P. M.
Leave Philadelphia 6, 7', 9, and 11'05 A. M. 13', 3, 45', 6', 6', 8'05, 9', and 11', P. M.
Leave Philadelphia 6, 7', 9, and 11'65 A. M. 13', 3, 45', 6', 5', 6', 8', 8', 9', and 11', P. M.
Leave Manayunk 6'10, 7', 8', 8'20, 9', and 11', A. M. 2
3'4', 5', 6', 8', 8', and 10', P. M.
Leave Philadelphia 9 A. M. 2', and 7', P. M.
Leave Philadelphia 9 A. M. 6 and 9', P. M.
Leave Manayunk 7', A. M. 6 and 9', P. M.
W. S. WILSON, General Superintendent.
3
Depot, NINTH and GREEN Streets.

TOR CAPE MAY BY BAILROAD, FROM foot of MARKET Street (Upper Ferry).

1:Commencing TUESDAY, September 3, 1867.

4:00 P.M. Cape May Prassenger.

BETURNING TBAINS LEAVE CAPE ISLAND.

9.00 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. 825 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their bag-sage checked at their residences. gage checked at their residences.

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry). Commencing TUESDAY, September 17, 1867.

For Bridgelou, Salem Vineland, Millylle, and intermediate stations, 505 A. M. Mail, 330 P. M. Passengor.

Cape May 330 P. M. West Jersey Freight Train leaves Camden at 12 M. (10002.)

Freight will be received at Second Covered Whari below Walnut street, from 7:00 A. M. until 5:00 P. M. Freight received before 9:00 A. M. will go forward the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue.
7244. WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES,

RAILROAD LINES.

R E A D 1 N G R A I L R O A

GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PRINKYLVANIA, THE SCHUYLEILL, SUSQUEHANNA, CUMRERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS

SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1867,
Leaving site Company's Depot, at THIRTEENTH
and CALLOWHILL Streets Philadelphia, at the following hours:

MORNING ACCOMMODATION,
A1730A, 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 815 A, M., for Reading, Lebanon, Harrisburg
Pottsyllie, Pringrove, Tamagua, Sunbury, Williams
port, Emira, Rochester, Niagara Falls, Buffalo,
Allentown, Wilkesbarre, Pittaton, York, Carlisle,
Chambersburg, Hagerslowa, etc., etc.
This train connects at READING 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 Cumberland Valley
and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pine
grove, etc.

AFTERNOON EXPRESS.

and Schuykin and Susquehanna trains for Northumberiand, Williamsport, York, Chambersburg, Pine grove, etc.

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

POTTSTOWN ACCOMMODATION
Leaves Pottstown at 5:20 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 5:40 A. M. Returning, leaves Philadelphia at 6:30 P. M.; arrives in Pottstown at 8:45 P. M.

READING ACCOMMODATION
Leaves Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 10:15 A. M.
Returning, leaves Philadelphia at 5:50 P. M.; arrives in Reading at 7:45 P. M.

Trains for Philadelphia leaves Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 5:00 P. M.; Arriving in Philadelphia at 6:00 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

Leaves Reading at 7:10 A. M., and Harrisburg at Harrisburg at Harrisburg at Harrisburg at Philadelphia at 6:45 P. M.

HARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at 1:19 P. M. Connecting at Reading with Atternoor Accommodation south at 6:30 P. M., arriving in Phila delphia at 9:10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12:45 noon for Potisville and all way stations. Leaves Pottsvilleat 7:00 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 5:00 A. M., and Philadelphia at 3:11 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 8:00 A. M., returning from Reading at 8:00 A. M., CHESTER VALLEY RAILROAD. CHESTER VALLEY RAILROAD.

P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downinglown and intermediate points take the 7-30 A. M., and 5-00 P. M. trains from Philadelphia, returning from Downinglown 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 5 P. M. passing Reading at 1-00 A. M. and 1-50 and 16-06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittaburg. Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittaburg, a 3 and 8-45 A. M., and 9-P. M., passing Reading at 4-4 and 10-30 A. M., and 4-20 and 11-15 P. M., and arriving in New York at 10-10 A. M., and 4-40 and 5-20 P. M. sieeping, cars accompany those trains through between Jersey Cliy and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2-11 P. M. Mail train for Harrisburg leaves New Yorl at 12-10.

SCHUYLKILL, VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11-30 A. M., and 7-11 P. M., returning from Tamsqua at 7-35 A. M., and 1-4 and 4-15 P. M., SCHUYLKILL, AND SUSQUEHANNA RAILROAD.

and 415 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD 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 7:56 A. M. and 5:25 P. M.

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

Canada. 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. NICOLLE General Superintendent, Reading.—
COMMUTATION TICKETS
At 25 per cent, discount, between any points desired

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

MILKAGE TICKETS,

Good for 2000 miles between all points, \$52.50 each for families and firms.

SEASON TICKETS, SEASON TICKETS,
For three, six, nine, or twelve months, for holder only, to all points, at reduced rates,
CLERGY MEN

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

carda entiting themselves and wives to tickele at halfare.

EXCURSION TICKETS

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

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 530 A. M., 1745 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Potts ville, Port Clinton, and all points forward.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 16 P. M.

NORTH PENNSYLVANIA RAILROAD.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Betblehem, Allentown, Mauch Chruck, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carnel, and all points in the Lebigh, Mahanoy, and Wyoming coal regions.

Passenger Lepot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DALLY TRAINS.
On and after WEDNESDAY May 8, 1567, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—At 745 A. M.—Merning Express for Bethlehem and Principal Stations on North Pennsylvania Reliroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasanqua, Stating on, Mauch Chunk, connecting at Bethlehem with Lehigh Valiey Ratiroad for Allentown, Catasanqua, Slating on, Mauch Chunk, Weatherly, Jeanaville, Hazeiton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Ratiroad, for Mahanoy City, and with Catawissa Ratiroad, for Rupert, Danville, Milton, and Williamsport, Arrive at Misuch Chunk at 1208 A. M.; at Wilkesbarre at E. P. M.; at Mahanoy City at 2. P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 1155 P. M., for Easton, and points on New Jersey Central Rallroad to New York.

At 5-95 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 12 P. M.—Express for Bethiehem, Alientown Manch Chank, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coat regions, Passengers for Greenville take this train to Quakertown. OWD. 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 Summeytown.

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

At 8 20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Ratirozd, 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.

At 11:30 P. M. Account to PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at 0:15 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 Harleton. 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 Philadelphis
1:10 P. M.

From Doylestown at 8:25 A. M., 5:10 P. M., and
40 P. M.

From Lansdaie at 7:30 A. M.

From Lansdaie at 7:30 A. M.

From Doylestown at 830 A. M., 540 P. M., and 56 P. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 365 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 245 P. M.
Doylestown to Philadelphia at 730 A. M.
Bethlehem to Philadelphia at 730 A. M.
Bethlehem to Philadelphia at 730 P. M.
Fish and Sixth 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 ocure the lowest rates of fare.

Tickets soid and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office.

No. 105 S. FIFTH Street. Express Office. No. 105 S. FIFTH Street. ANNAMESSIC SHORT LINE

AND 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 Avenne, 2, 11 P. M., connecting closely with Express Irails for the principal cities bouth, including Wilmigton, N. C., Goldsboro Newbern, Charleston, Savanah, Raielph, Charlotte, Columbia, Macon, Jogunta, Montgomery, Mobile New Orleans, and information inquire at Offices, Nos 41 and 2. CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenus.

H. J. TOMPKINS, General Agent, Norfolk, Va. C. I. TROWBRIDGE, General Passenger Agent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

Commencing MONDAY, July 8, 1887, Trains will
leave Depot, corser BROAD Street and WASH
INGTON Avenue, as follows:—
Way Mail Train at 8 20 A. M. (Sundays excepted
for Baltimore, stopping at all regular stations. Cor
necting with Delaware Baltroad at Wilmington to
Cristical and intermediate stations. risheld and intermediate stations, Express Train at 1150 A. M. (Sundays excepted) for

Express Train at 11 be A. M. (Sundays excepted) fo Baltimore and Washington.

Express Train at 37.0 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thur low, Linwood, Ciaymont, Wilmington, Newhort, Stanton, Newark, Eikton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edge wood, Magnolla, Chasses, and Stemmer's Run.

Night Express at 11 be P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Segiord, Sallsbury, Frincess Anne, and connecting at Crisheid with Boat for Fortress Monroe, Norsolk, Pertsmouth, and the South.

Passengers for Fortress Honroe and Norfolk via Baltimore will take the 1120 A. M. Train. Via Crisheld will take the 1120 P. M. Train.

Will Ming Ton TRAINS.

Stepping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1230, 200, 436, 606, and 1126

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:30, 2:30, 4:30, 6:30, and 11:30 (daily) P. M. The 4:50 P. M. Train connects with belaware Ratirond for Militord and intermediate stations. The 6:50 P. M. Train runs to New Castle.

Leave Wilmington 6:30, 7:15 and 5 A. M., 4:30 and 6:50 (daily) P. M. The 7:16 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.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8:56 F. M., stopping at Havre de-Grace, Perryville, and Wilmington. Also stops at Northeast, Eikton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, under the ficket office, No. 828 CHESNUT Street, under the Continental Hotel, where also state-rooms and be 4bs in steepingcars can be secured during the day. Persons purchasting tickets at this office can have their baggage checked at their residence by the Union Transier Company,

4 8 H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent

WEST CHESTER AND PHILADELPHIA
RAILKGAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1897, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows.—
Leave Philadelphia for West Chester, at 7, 12 A. M.,
11 A. M., 230 P. M., 436 P. M., 450 P. M., 750 P. M., and
1030 P. M.
Leave West Chester for Philadelphia, from Depoon East Market street, at 645 A. M., 745 A. M., 730
and 1046 A. M., 155 P. M., 450 and 650 P. M.
Trains leaving West Chester at 730 A. M., and leaving Philadelphia at 450 P. M., will stop at R. C. Junotion and Media only.
Passengers to or from stations between West Chester and B. C. Junction going east, will take train
leaving West Chester at 745 A. M., and going west
will take train leaving Philadelphia at 450 P. M., and
transfer at B. C. Junction.
Leave Philadelphia for Media at 540 P. M.
Stopping at all stations.
The Market Street cars will be in waiting, as usual,

Leave Media for Philadelphia at 640 P. M.
Stopping at all stations.
The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to detarting.

front and Market streets thirty minutes previous to det arture.

The Chesnut and Wainut 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 Wainut street wharf, passing out Wainut street to the depot.

Leave Philadelphia at 800 A. M. and 2 P. M.
Leave West Chester at 745 A. M. and 5 P. M.
Leave West Chester at 745 A. M. and 5 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Lepot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 745 A. M. and 450 P. M., and leaving West Chester at 720 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

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

HENRY WOOD,

General Superintendent.

CHORTEST ROUTE TO THE SEA-SHORE!
CAMDEN AND ATLANTIC RAILROAD,
On and later MONDAY, September 2, 1867, trains will
leave VINE Street Ferry, as tollows;—

TRAL RAILROAD.—Summer Arrangementa, On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNOT Streets (West Philadelphia), at 715 A. M. and 450 P M.

Leave Rhaing Sun at 5-15 and Oxford at 605 A. M., and leave Oxford at 255 P. M.

A Market Train, with Passenger Carattached, will run on Tuesdays and Fridays, teaving the Rising Sun at 115 A. M., Oxford at 1250 M., and Kennett at 106 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 230 P. M., run log through to Oxford.

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

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

Passengers allowed to take wearing apparel only 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, at 112 HENRY WOOD General Supt. DHILADELPHIA AND BALTIMORE CEN

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER MAKERS BLACK-SMITHS, and FOUNDERS, having for many year been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, from Boilers, Waten 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 Boilers, or the best Fennsylvania charcoal from Fernage of all sizes and kinds: Lon and Brast Catings 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 antoed.

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

JACOB C. NEAFIE,

JOHN P. LEVY.

BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets. WASHINGTON Streets.

WASHINGTON Streets,

PHILADELPHIA.

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines

for Land, River, and Marine Services.

Boilers, Gasometers, Tanka, Iron Beats, etc.

Casting of sil kinds, either iron or brass.

Iron Frame Room for Gas Works, Workshops, and

Rallroad Stations, etc.

Reforts and Gas Machinery, of the Istest and mest

improved construction.

Every description of Plantation Machinery, and

Sugar, Saw, and Grist Mills, Vacuum Pana, Open

Steam Trains, Defecators, Filters, Pumping Er
gines, etc.

N. Billeny's Patent gines, etc.

Sole Agents for N. Billenx's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Wooiser's Patent Centringal Sugar
Draining Machine.

BRIDESBURG MACHINE WORKS No. 65 N. FRONT STREET. We are prepared to ill orders to any extent for our

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

ALPRED JENES & SON,

SHIPPING

STEAM TO LIVERPOOL-CALL-

STEAM TO LIVERPOOL—CALLing at Queenstown,—The Inman Line, salling semi-weekly, carrying the United States Mails.
CITY OF LONDON.—Saturday, September 28
CITY OF WASHINGTON, Wednesday, September 28
CITY OF ANTWERP.—Saturday, September 28
CITY OF ANTWERP.—Saturday, October 5
CITY OF NEW YORK.—Wednesday, October 5
CITY OF NEW YORK.—Wednesday, October 5
And each succeding Saturday and Wednesday, at noon, from Pier No. 45, North River.

RATES OF PASSAGE

By the mail steamer sailing every Saturday.
Payable in Gold.—Payable in Corrency
First Cabin.—100 Steerage.—110
To London.—105
To London.—155
To Paris.——15
Passage by the Wednesday Steamers:—First Cabin, 100; Steerage, 200, Payable in U. S. Currency.
Passengers also forwarded to Havre, Hamburg, Bromen, etc., at moderate raices.
Steerage passage from Liverpool or Queenstown, 240
Currency. Tickels can be bought here by persons sending for their friends.
For further information apply at the Company's offices,
No. 15 BROADWAY, N. Y.,
8-72
Or No. 411 CHESNUT St., Philadelphis.

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

JUNIATA 1215 tons Captain P. F. Hoxie,
JUNIATA 1215 tons Captain P. F. Hoxie,
T10GA 1075 tons, Captain J. T. Morse,
STAR OF THE UNION, 1078 tons, Captain T. H.
The JUNIATA will leave for New Orleans on SATURDAY, Sept. 21, at 8 o'clock A. M., from Fior 18
South Wherves.
The T10GA will leave New Orleans for this port
September 21.

The TICGA will leave New Orleans for this port September 21.
Through bills of lading signed for freight to Mobile, Gaiveston, Natchez, Vicksburg, Memphis, Nashville Cairo, St. Louis, Louisville, and Cincinnati.
Agents at New Orleans, Creevy, Nickerson & Co. WILLIAM L. JAMPES, General Agent, CHAS. E. DILKES, Freight Agent, CHAS. E. DILKES, Freight Agent, No. 3148. Delaware avenue,

PHILABELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH AND WEST?
THROUGH AIR LINE TO THE SOUTH AND WEST?
THROUGH RECRIPTS TO NEWBERN, Also all points in North and South Carolina, via Seabcard and Roanoke Railroad, and to Lynchburg, Va., Tennessee and the West, via Nortoik, Petersburg, South-Side Railroad, and Richmond and Danville Railroad. The regularity, safety, and cheapness of this route the regularity, safety, and cheapness of this route momend it to the public as the most desirable sedium for carrying every description of feeight. No charge for commission, drayage, or any expense

f transfer.
Steamships insure at lowest rates, and leave regu-ariy 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 PHILABELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR LINE FOR SAVANNAM, GA.

TONAWAN DA. 550 tons, Captain Wm. Jennings, WYOMING 880 tons, Captain Wm. Jennings, WYOMING 880 tons, Captain Jacob Teal.

The steamship WYOMING will leave for the above port on Saturday, September 21, at 8 o'clock A. M., from Pier 18 South Wharves.

Through passage tickets soid, 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 COMPANY'S REGULAR SEMI-MONTHLY LIFE,
The steamship PIONEER, SE 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.
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,
415
No. 314 S. Delaware avenue.

HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET.

DRAFTSAVAILABLE THROUGHOUT ENGLAND
IRELAND. SCOTLAND. AND WALKS. LAND, AND WALKS.

For particulars apply to
TAPSCOTTS, BROTHERS & CO.
No. 35 SOUTH Street, and No. 25 BROADWAY.
It 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, Knoxville, Nashville Dalton, and the Southwest. Steamers leave regularly from the first wharf above

Freight received daily.

WM. P. CLYDE & CO.,

No. 14 North and South Wharves,

J. B. DAVIDSON, Agent at Georgetown.

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

OPPOSITION TO MONO
POLL -DALLY LINE FOR BALTI
MORE, via Chesapeake and Deia war. Canal.

Philadelphia and Baltimore 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. undays excepted). Carrying all description of Freight as low as any other line.
Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.
Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages

For further information apply to
JOHN D. RUOFF, Agent,
8 18 No. 18 N. DELAWARE Avenue, FOR NEW YORK, VIA DELAware and Barlian Canal.
Lapress Steamboat Company Steam Propellers
leave Dally 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.

JAMES HAND, Agent, No. 104 Wall street, New York, SURE Transportation Company Despatch and Swiftsure Lines, via Delaware and Raritan Capal, 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

terms, apply to WILLIAM M. BAIRD & CO., No. 181 S. DELAWARE Avenue. TO SHIP CAPTAINS AND OWNERS.

The undersigned naving lessed the KENbington screw Dock, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vessels to be raised or repaired, and being a practical
ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.
Captainsor Agents, Ship-Carpenters, and Machinian
having vessels to repair, are solicited to call.

Having the agency for the sale of "Westerstedlys
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,

Kensington Screw Lock.

O12 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 GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARFS. 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.—Soiled or tarnished fixtures refinished will special care and at reasonable prices.

23 6m

T. STEWART BROWN,
B.R. Corner of
FOURTH & OHESTNUT STR
MANUFACTURES. OF

TRUNKS, VALISES, BAGS, RETICULES, SHAWS STRAPS, HAT CASES, POCKET BOOKS, PLASES and Traveling Goods generally. JAMES E. EVANS, GUN-MAKERS SOUTH

Burest, above Second, would call the attention of aportamen to the choice selection of BURGERS TROUT AND BASE BOES (a new assortment), Files, and all the usual selection of FISHING TACKLE in all its various branches.

HAND MUZZILE LOADING GUNS altered to BREECH-LOADERS in the best manner, at the lowest rates.