pleasure of explaining to some rich merchant that the latter was quite mistaken in suppos-ing that he was suffering from a fatal disease. There are several bastard diseases, comparatively harmless, which closely imitate the peculiarities of very serious ailments. It is the most delightful part of the physician's duty to give the assurance of health, to disabuse the patient's mind of harrasing fears, and to guide him safely on the pleasant yet often perilous path of convalescence.

The limits of our subject might be indefi-nitely enlarged if we entered on the personal history of physicians, and discussed the incidents, often romantic enough, of their careers. Sometimes men look with admiration and envy on the career of the great physician. His name is high on the roll of fame. They hear that he has just been made a baronet. They see his carriage flashing through the street. They see the portats of the greatest houses thrown open to him, as with the familiarity of intimacy he penetrates to its most sacred advium. For our own part we lean to the belief that the profession of medicine is not sufficiently rewarded. Why should the peerage, so often conceded to law, and not denied to literature, be never conferred upon a medical man! There is no other pro-fession so occupied with incessant benevolence, and with active scientific advance. As Carlyle says, in his own peculiar way, "The profession of the Human Healer being naturally a sacred one, and connected with the highest priest-hoods, or rather being in itself the outcome and acme of all priesthoods and divinest conquests here below." For the few who really succeed, there are many who make either a comparative or a superlative failure. How many there are who are conscious of high training and great abilities, who wait on year after year for the chances which never come, or which come so late. How often has the young man left the obscure country town, where he might have achieved a prosperous mediocrity, to try for greatness in London, and has been worsted in the trial? Even the great physician is not always to be envied. Every guinea has been hardly earned by expenditure of brain and nerve; and we must think of the guineas which he constantly refuses as well as the guineas which he takes. No rich man should grudge paying his doctor with most liberal mind, for in the medical profession is a very large amount of unremunerated work, and only most rarely is any tax on benevolence declined. The successful physician has often fallen a victim to his own success. The work is enormous and incessant. Early in the morning he has to transact a laborious correspondence, where every word must be diligently weighed. Then the tide of visitors sets in, and it is calculated that, with all the rapidity a man has a right to use, the physician can hardly see more than four patients in an hour. Then he goes abroad, and can never be quite sure when he can return home. When at home, he can never be sure that he will not be called out. He can only most rarely reckon upon a holiday, and his holiday is always liable to be abruptly cut short.

Some men break down under the excessive strain, especially if they are men of delicate organization and very sensitive. There are several cases in which the distinguished physician has been found dead in his carriage. A medical man who met Dr. Todd in one of the last years of his overworked life, seemed to think that he was dying visibly before his eyes. Some men, who are endowed with iron constitutions, firm nerves, strong will, and excellent tact in the management of themselves and others, breast the full tide of adverse circumstances, masters of themselves and their position. But such cases are rare, and even those afford illustrations of the hard rule that the rewards of this world are in inverse proportion to the deservings.

There is much more illness in the world

than the world often thinks of. In the constant roar and animation of the London streets we lose sight of this, and are apt obtain a false impression of human life. Here in Cheapside the other day l marvelled at all this buoyant life and exuberance of health and energy, and was tempted to think of those who are ailing hushed and darkened rooms as an infinitesimal minority of miserables; but this is not the true view of the facts. Of this surging erowd there are not a few who are carrying about with them malady in its germ or full-blown existence; not a few who to-morrow will be on a sick-bed; not a few who in a few days or weeks will be in their graves. I have seen it calculated that on an average every man has ten days' illness in the year. It is as well that the healthy man should keep before him these dreary possibilities that are always flitting about. Such a thought will teach him to prize the priceless boon of health, and not disregard and waste it. This may give him a practical sympathy with the vast multitude of the mourners, a sympathy also with the whole army of those whose lot is cast almost exclusively among the sufferings and shadows of life. This may also give him an intellectual interest in those great departments of human knowledge which are concerned with medicine, whose mere romance has been touched upon in these random notes.

I may, perhaps, appropriately conclude, as a well-known learned judge concludes his speeches, with a bit of poetry. In that remarkable work, "The Autocrat of the Breakfast Table,'' Oliver Wendell Holmes has a noble poem called "The Anatomist's Hymn, or the Living Temple." I cannot resist quoting a few of the verses; and never has physiology been made more beautiful. It is a true Religio Medici, such as would have delighted the Norwich philosopher:-

"The smooth, soft air, with pulse-like waves Flows murmiring through its hidden caves, Whose streams of brightening purple rush, Fired with a new and liveller blush; While all their burden of decay The obbing current steals away. And, red with Nature's flame, they start From the warm fountains of the heart.

"No rest that throbbing slave may ask, Forever quivering o'er his task;
While far and wide a crimson jet
Leaps forth to fill the woven net,
Which in unnumbered crossing tides
The flood of burning life divides,
Then kindling each decaying part,
Creeps back to find the thropping heart. "But, warmed with that unchanging flame,

Behold the outward moving frame,
Its living marbles jointed strong
With glistening band and slivery thong,
And linked to reason's guiding reins
By myriad rings in trembling chains,
Each graven with the threaded zone
Which claims it as the Master's own.

"O Father! grant thy love divine
To make these mystic temples thine!
When wasting age and wearying strife
have sapped the leaning walls of life,
Take the poor dust thy mercy warms,
And mould it into beavenly forms!"



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Bollers, Cooking Sloyes, etc., wholesale and retail, by
the manuscrurers,
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FIRE STATUTES,
SON, ESPN, SECOND Street.

RAILROAD LINES,

DENNSYLVANIA CENTRAL RAILBOAD SUMMER TIME, TAKING EFFECT JUNE 1, 1807, The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one not and Wainbi Street Ballway for square of it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Siceping Car Tickets can be had on application at the Ticket office. N. W. cor. Ninh and Cheenist streets. Agents of the Union Transfer Company will call for sent deliver cargage at the Depot. Orders led at No. set Cheenist street, or No. 1 South Eleventh street, will reserve attention. TRAINS LEAVE DEPOT, VIZ. Hall Train

Facil Accommodation, No. 1

Fost Line and Eric Express.

Paul Accommodation, No. 2

Harrisburg Accommodation.

Lancaster Accommodation. 

Prie Mail Accommodation, No. 8. 930 P. M. Paoli Accommodation, No. 8. 930 P. M. Philadelphia Express.

Erie Mail leaves daily, except Saturday, Philadelphia Express leaves daily, All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday, For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 127 DOCK Street.

TRAINS ARRIVE AT DEPOT, VIZ.—
Cinclurat Express. 

General Superintendent, Altoona, Pa.

1867.—FOR NEW YORK.—THE CAMDEN Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows, viz.:— 

forence.
At 5 and 10 A. M., 1, 4, 5, 6, and 11 80 P. M., for Edge-ater, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., 1, 4, 6, and 11 80 P. M., for Fish The 1 and R's0 P. M. Lines leave from Market treet Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:—
At II A, M., 430 P, M., and 12 P. M. (night), via Kenslugton and Jersey City, New York Express Lines, sington and Jersey City, New York Express Lines, Fare, §3.
At 8, 10 15 and 11 A. M., 230, 336, 430, 5, and 12 P. M., for Trenten and Bristol.
At 8 and 10 16 A. M., 230, 5, and 12 P. M. for Morrisville and Tulytown.
At 8 and 10 15 A. M., 230, 430, 5, and 12 P. M., for Schencks.

At 8 and 10 15 A. M., 2 30, 4 30, 5. and 12 P. M., for Eddington, At 10 15 A. M., 2 30 and 5 P. M., for Eddington, At 7 30 and 10 15 A. M., 2 30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILEOAD LINES, From Kensington Depot, At 8 A. M. for Nisgara Falls, Buffalo, Dunkirz, Canandaigua, Elmira, Ithaca, Owego, Rognesser, Elighamton Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, stc. etc. tc. etc. At S A, M, and 8:30 P. M, for Belvidere, Easton, Limbertville, Flemington, etc.
The 3 = P. M. Line connects direct with the Train caving Laston for Mauch Chunk, Allentown, Bethie-

m, etc. At 5 P, M, for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connectng Kaliway, will leave as follows:— At 1 10 A. M., and 130 and 630 P. M. Washington and New York Express Lines, vis Jersey City, Fare, 85 25.
The 1780 A. M. and 6 20 P. M. Lines will run dally,
all others, Sundays excepted.
July 16, 1867.
WM. H. GATZMER, Agent.

PHILADELPHIA AND ERIE BAILBOAD. SUMMER TIME TABLE.

Through and direct route between Philadelphia, baltimore, Harrisburg, Williamsport, and the Great old Region of Fennsylvania.

FLIEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1857, the trains on he Philadelphia and Eric Rairoad will run as follows:—

8 00 A. M. 6 45 P. M. 8 10 P. M. .10°25 A. M.

PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,
On and after Wednesday, May 1, 1887.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M. 1, 2, 34, 4, 5, 55, 6, 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7, 5, 8, 20, 9, 10, 11, 12 A. M.
Leave Germantown 7, 7, 7, 8, 8, 20, 11, 12 P. M.
Leave Germantown 8, 7, 7, 18, 18, 20, 9, 10, 11, 12 A. M.
Leave Chemantown Branch.
ON SUNDAYS.
Leave Philadelphia 9, A. M. 2, 7, 10% P. M.
Leave Germantown 8, A. M. 1, 6, 9, P. M.
Leave Philadelphia 9, 8, 10, 12 A. M. 2, 2%, 5%, 7, 9
and 11 P. M.
Leave Chemant Hill 710, 8, 940, and 1140 A. M. 140, 340, 540, 640, 840, and 1940 P. M.
Leave Chemant Hill 750 A. M. 2 and 7 P. M.
Leave Chemant Hill 750 A. M. 2 and 7 P. M.
Leave Chemant Hill 750 A. M. 1240, 540, 8nd 928
P. M.
EOR CONSHOHOCKEN AND NORRISTOWN.

Leave Chesnut Hill 7-50 A. M. 12-40, 6-40, and 9-28 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7-56, 9, and 11-55 A. M. 126, 5, 505, 636, 8-505, and 11-5 P. M.
Leave Norristown 5-40, 7, 7-50, 9, and 11 A. M. 126, 8, 126, 636, and 85 P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M., 2-30 and 7-15 P. M.
Leave Norristown 7 A. M., 5-30 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7-56, 9, and 11-55 A. M. 126, 3, 556, 636, 8-50, 956, and 11-5 P. M.
Leave Manayunk 6-10, 7-56, 8-20, 9-56, and 11-5 A. M., 2 M., 6-656, 9, and 10-56 P. M.
ON BUNDAYS,
Leave Philadelphia 9 A. M. 2-56 and 7-56 P. M.
Leave Manayunk 7-56, M. 6-6 and 9-56 P. M.
Leave Manayunk 7-56, M. 6-6 and 9-56 P. M.
W. S. WILSON, General Superintendent, 8
Depot, NINTH and GREEN Streets,

POR CAPE MAY BY RAILECAD, FROM foot of MARKET street (Upper Ferry).

'Commencing TUESDAY, September 5, 1857.

4.00 P.M. Cape May, Passenger.
RETURNING TRAINS LEAVE CAPE ISLAND.

9.00 A. M. Morring Mail.
The SUNDAY MAIL. and PASSENGER TRAIN leaves Philadelphia at 7.00 A. M., returning leaves Cape Island at 2.00 P. M.
Commutation tickets, good for ONE, THREE, or TWELVE months, can be produced at the Omice of the Company. Camden, N. J.

Through tickets can be produced at No. 828 Chesnut street (under the Continental Hotel). Porcora purchasing tickets at this office can have their naggage checked at their residences.

WEST JERSEY RAILROAD LINES, from foot of Mark ET Street (Upper Perry), Commencing TUESDAY, September 17, 1987, For Bridgeton, Satem Vineland, MillyHis, and in-ermediate stations, 890 A. M. Mail, 890 P. M. Pussenger. Cape May 830 P. M. West Jersey Freight Train loaves Camden at 12 M. 1900h.)

Freight will be received at Second Covered Wharf below Walnul, street, from 700 A. M. until 500 P. M. Freight received before 500 A. M. will go forward the string day. Freight Delivery No. 228 S. DELAWARE Avenue. 7: 11 WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES,

R LADING HAILE OA
GREAT THUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS THE CANADAS

UMMER ARRANGEMENT OF PASSENGER

TRAINS, May 6, 1867,

Leaving the Company's Depoi, at THIRTEENTE
and CALLOWHILL Streets. Philadelphia, at the fol-

Jeaving the Company's Depot, at THIRTEENTH and Callow Hill 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 Potisville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Palis, Buffalo Allentown, Wilkesbarre, Pitteton, York, Carlisie, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with Fast 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 HARRIS-BURG with Northern Central Cumberland Valley and Schuylkill and Susquelianna trains for Northumberland. Williamsport, York, Chambersburg, Pinsgrove, etc.

AFTERNOON EXPRESS.

beriand, Williamsport, York, Chambersburg, Pinsgrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 2-32 P. M., for Reading Potsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION
Leaves Poustown at 6-20 A. M., stopping at intermediate Stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 6-30 P. M.; arrives in Potstown at 8-45 P. M.

BEADING ACCOMMODATION
Leaves Reading at 7-20 A. M., stopping at all way stations, arriving at Philadelphia at 6-30 P. M.; arrives a Reading at 7-45 P. M.

Returning, leaves Philadelphia at 5-30 P. M.; arrives a Reading at 7-45 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A. M.

All., and Potsville at 8-45 A. M., arriving in Paliadelphia at 1-32 P. M., Philadelphia at 1-34 P. M.

Leaves Reading at 7-15 A. M., and Harrisburg at MARSHSBURG ACCOMMODATION

Leaves Reading at 7-15 A. M., and Harrisburg at MARSHSBURG ACCOMMODATION

Leaves Reading at 7:15 A. M., and Harrisburg at 7:16 P. M., Connecting at Reading with Alternoon Accummodation south at 6:30 P. M., arriving in Philadelphia at 5:10 P. M., arriving in Philadelphia at 5:10 P. M., arriving in Philadelphia at 5:10 P. M., Market train, with passenger car attached, leaves Philadelphia at 12:45 noon for Pottsville and all vay stations. Leaves Pottsville at 7:06 A. M. for Philadelphia and all way stations, All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 3:17 P. M. Leave Philadelphia for Reading at 5:00 A. M., returning from Reading at 4:25 P. M.

P. M.

CHESTER VALLEY RAILROAD,

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. trains from Philadelphia, returning from Downingtown at 6:10 A. M. and 1:00 P. M.

M. and 1:00 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:50 A. M and 1:50 and 10:06 P. M., and connecting at Harrisburg with Pennsylvania and Northero Central Railroad express trains for Pittsburg, Chicaso, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, w 5 and 8:45 A. M. and 9 P. M., passing Reading at 4:4 and 10:30 A. M., and 4:50 and 1:15 P. M., and arriving in New York at 10:10 A. M., and 4:40 and 3:20 P. M. Seepingcoars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:11 P. M., Mail train for Harrisburg leaves New Yorl at 12 M. CHESTER VALLEY RAILROAD.

J. M. Mall train for Harrisburg leaves New York
at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11:30 A. M., and 7:11
P. M., returning from Tamaqua at 7:55 A. M. and 1:21
and 4:15 P. M.
St. HUYLKILL AND SUSQUEHANNA BAILROAD.
Trains leave Anburn at 7:59 A. M. for Pinegrove and
Harrisburg, and 1:56 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.
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Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
Canada.

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

Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and 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.—

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

MILEAGE TICKETS,

Good for 2500 miles between all points, \$52.50 each

MILEAGE TICKETS,
Good for 2000 miles between all points, \$62.50 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 entiting themselves and wives to tickets at half
fare.
EXCURSION TICKETS

From Philadelphia to principal stations, good for saturday, Sunday, and Monday, at reduced fare, to be had only in the Tiekes Office, at THIRTEENTH and CALOWHILL 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 550 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Potts.

Leave Philadelphia daily at 530 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsvile. 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.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most duect route to Bethlehem, Allentown, Manch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Muunt Chimel, and all points in the Lebigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERES and AMERICAN Streets.

SUMMER ARRANGEMENT.
NINE DAILY TRAINS.
On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Bepot, corner Berks and American streets, daily (sundays excepted), as follows:—
At 7-56 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Hailroad for Allentown, Catasangua, Slatington, Mauch Chunk, Weatherly, Jeansville, Hazelton, White Haven, Wilkesbarre, Kingston, Pitston, and all points in Lehigh and Wyoming valleys also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawasa Railroad, for Rupert, Danville, Milton, and Williamsport, Arrive at Mauch Chunk at 1205 A. M.; at Wikesbarre at 3 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 Railroad to New York, At 8-45 A. M.—Accommodation for Doylestown, stopand points on New Jersey Central Railroad to New York,
At \$45 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 1 B. P. M.—Express for Bethlehem, Allentown Mauch Chaust, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carnael, and all points in the Mahanoy and Wyoming Cosl regions. Passengers for Greenville take this train to Quaker-town.

Passengers for Greenville take this train to Quaker-town.
At 2-45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take stage at Doylestown for New Hope; at North Wales for Summeytown.
At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartaville, take stage at Abincton; for Lumberville at Doylestown.
At 5 20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Beshlehem with Lehigh Valley Evening train for Easton, Allentown, and Manch Chunk.
At 6-20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11-38 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethiehem, at 945 A. M., 206 and 840 P. M.,
206 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanov
City, and Hasleton, Passengers leaving Easton at
11-20 A. M. arrive in Philadelphia at 206 P. M.,
Passengers leave Wilkesbarre at 130 P. M., connect
at Bethiehem at 645 P. M., and arrive in Philadelphis

Passengers leave to the histories of the Depot.

1 0 P. M.
From Doylestown at 8 25 A. M., 5 10 P. M., and
40 P. M.
From Doylestown at 8 25 A. M., 5 10 P. M., and
40 P. M.
From Fort Washington at 11 50 A. M. and 2 05 P. M.
From Fort Washington at 11 50 A. M. and 2 05 P. M.
Philadelphia for Bethlehem at 9 20 A. M.
Philadelphia for Doylestown at 2 15 P. M.
Doylestown to Philadelphia at 7 20 A. M.
Bethlehem to Philadelphia at 4 20 P. M.
Fifth 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.
Ticacts must be procured at the Ticket Office in order to scure the lowest rates of fars.

There is soid and Bagging' checked through to principal points at Mann's North Pennsylvania Baggage Express Office,
No. 105 S. FIFTH Street. cipal points at Mr.H. & No. 106 S. FIFTH Street. ANNAMESSIC SHORT LINE

AND United States Mail Route to the South and Southwest.

on and after JULY s, trains will leave Depot Falladeiphis, Withington, and Battimore Raliroad, BROAD
street and WASHINGTON Avenue, at II P. M., connecting diesely with Express trains for the principal
cities isoun, including withington, N. C., Goldsboro
Newbern, Charleston, Savannah, Raleigh, Charlotte,
Columbia, Macco, Angusta, Mongomery, Mobile
New Orleans, and intermediate points,
Fortickett and intermation inquire at Offices, Nos
til and EX CHENIUT Street, or at Depot, BROAD
rivert and WASHINGTON Avenue.
H. V. TOMPKINS, General Agent, Norfolk, Va.
G. I. TROWBEIDGE, General Passenger Agent,

RAILROAD LINES.

THILADELPHIA, WILMINGTON AND BALA

DHILADELPHIA, WILMINGTON AND BALTIMORE PAIL-ROAD.

Commencing MONDAY, July 8, 1887, Trains will leave Legod, corner BROAD Street and WASH INGTON Avenue, as follows:

Way Mail Train at 830 A, M. (Sundays excepted for Pailimore, Stopping at all regular stations. Cornected and intermediate stations.

Express Train at 1100 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 1100 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 820 P. M. (Bundays excepted) for Baltimore and Washington, Stopping at Chester, Thurstow, Linwood, Chaymont, Wilmington, Sewbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perry ville, Havre-de-Grace, Aberdeun, Parryman's, Edgewood, Magholia, Chase's, and Stammer's Bud.

Night Express at 1100 P. M. (daily) for Baltimore and Washington. Connecte at Wilmington (Saturdays excepted) with Delaware Balirosd Line, stopping at Newcastle, Middietown, Clayton, Dover, Harrington, Seaford, Salisbory, Princess Anne, and connecting at Cristeled with Bont for Fortress Monroe, Norton, Personness for Fortress Monroe and Norfolk vis Baltimons with take the 1150 A, M. Train, Vis Cristeled with Bant for Fortress Monroe, Norton, Personness for Fortress Monroe and Norfolk vis Baltimons with take the 1150 A, M. Train, Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1230, 200, 430, 600, and 1120.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:20, 200, 4:20, 200, and 11:20 (caily) P. M. The 4:20 P. M. Train connects with Delaware Ballroad for Milford and intermediate atations. The 6:20 P. M. Train runs to New Castla.

Leave Wilmington 5:20, 7:15 and 5 A. M., 4:20 and 5:30 (daily) P. M. The 7:10 A. M. Train will not stop at stations between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way Mail, P55 A. M., Express, 2:15 P. M., Express, 6:38 P. M., Express

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8:55 P. M., stopping at Havre de Grace, Perryville, and Wilmington. Also stops at Northean, Eixton, and Newarz to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where also state-rooms and beaths in sieging cara can be secured during the day. Persons purchasing tickets at this office can have their bayzage checked at their residence by the Union Tranwar Company.

48?

H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEL. A.

Con and aner Monday, June 24, 1997, Trains will leave Debet, Thirsty-First and Chessen, West Philadelphia, as follows—
Leave Philadelphia for West Chester, at 7.2 A. M., 11 A. M., 230 P. M., 430 P. M., 700 P. M., and 10 30 P. M.

Leave West Chester for Philadelphia, from Deposon East Market street, at 5 6 A. M., 715 A. M., 730 and 10 45 A. M., 125 P. M., 450 and 550 P. M.

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

Passengers to or from stations between West Chester and B. C. Junetion going east, will take train leaving West Chester at 736 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junetion.

Leave Philadelphia for Media at 5 35 P. M.

Leave Media for Philadelphia at 6 40 P. M.
Stopping at all stations.

The Market Street cars will be in waiting as usual, at 7 hirty-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 teaving Front and Market streets thirty minutes previous to departure.

The Chesmut and Walnut Street cars connect with

Front and Market street thirty minutes previous to der arture.

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

Leave Philadelphia at 8'00 A. M. and 2 P. M.
Leave West Chester at 7'85 A. M. and 5 P. M.
Leave West Chester at 7'85 A. M. and 5 P. M.
The cars on Market street will connect with all Sanday trains, both ways, as usual, leaving Front and Market street thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7'15 A. M. and 4'50 P. M., connect at B. C. Junction with trains on P. and B. C. H. R., for Oxford and intermediate points.

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

T. HILADELPHIA AND BALTIMORE CENT

General Superintendent.

HILADELPHIA AND BALTIMORE CENTRAL RAILBOAD.—Summer Arrangements.
On and atter SATURDAY. June 1, 1887, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 715 A. M. and 456 P. M.

Leave Rising Sun at 5 15 and Oxford at 606 A. M., and leave Oxford at 325 P. M.

A Market Train, with Passen, or Carattached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1115 A. M., Oxford at 1256 M., and Rennett at 100 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 750 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 750 P. M., run to Rising Sun, Md.

The Train leaving Philadelphia at 750 P. M., runs to Rising Sun, Md.

Passengers allowed to take wearing apparet only. Rising Sun, Md.
Plassengers 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, \$11\$

HENRY WOOD General Sup't,

HADDONFIELD ACCOMMODATION

Agent.

ENGINES, MACHINERY, ETC. PENN STRAM ENGINE AND

PENN STEAM ENGINE AND BOILER WORKE.—NEAFIE & LEVY PRACTICAL AND THEORICITICAL ENGINEERS MACHINISTS, BOILER MAKERS, BLACK-SHITHS, and FOUNDERS, waving for many years been in successful operation, and been excinsively engaged in building and rejaining Marine and River Engines, high and low-pressure, from Bollers, Wates Tranks, Propellers, 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 unders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine, Tubular, and Cylinder Boilers, of all descriptions; Roll Turning, Screw Cutting, and ed other work connected with the above business.

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

The subscribers have ample wharf-dock room for

anteed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in period sately and are provided with shears, blocks, falls, etc., stor rading heavy or light weights.

JACOB C. NEAPIE,
JOHN P. LEVY,

BEACH and PALMER Streets. A VADORAN MERRICK, WILLIAM H. MERRICK SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

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PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
panufacture High and Low Pressure Steam Engines
to: Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Lassings of all kinds, either Iron or brass.
Iron Frame Room for Gas Works, Workshops, and
Scilroad Stations, etc. aliroad Stations, etc. Retorts and Gas Machinery, of the latest and most Every description of Plantation Machinery, and agar, Saw, and Grist Mills, Vacuum Pans, Open leam Trains, Defecators, Filters, Pumping En-

clies, etc.
Sole Agents for N. Bilieux's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Apparatus, Nesmyth's Patent Steam Hammer, and
Apparatus, Vesmyth's Patent Centrifugal Sogar
Draining Machine. BRIDESBURG MACHINE WORKS No. 85 N. FRONT STREET,

We are prepared to fill orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLLEN
Including all recent improvements in Carding, Spin
ning, and Weaving.
We invite the attention of manufacturers to our extensive worse. ALFRED JENES # SON.

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Principal Depot, No. 204 CHESNUT Street,
Central Depot, No. 103 South FIFTH Street, one door
below Chesnut. Established 1862.
Revenue Stamps of every description constantifor hand in any amount.
Orders by Mail or Express promptly a Mandad to. SHIPPING

PHILADELPHIA, RICHMOND,

AND NORFOLK STRAMSHIP LINE.

A STEAMER WILL LEAVE WEDNESDAY, SEPT. 18, AT NOON. ALSO, ON

SATURDAY, SEPTEMBER, SI, AT NOON,

Continuing hereafter their regular SEMI-WEEKLY TRIPS. Through rates and receipts to all points in NORTH

and SOUTH CAROLINA. via

ALSO, SOUTH AND WEST, VIA RICHMOND AND DANVILLE, AND VIR-GINIA AIR-LINE RAILROADS.

SEABOARD AIS LINE.

Freight received daily at First Wharf above MARKET Street.

WH. P. CLYDE & CO.,

AGENTS. No. 14 North and South Wharves. STEAM TO LIVERPOOL-CALL

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-

LINE.

FOR NEW ORLEANS, LA.

JUNIATA. 1215 tons, Captain P. F. Hoxie.

TIOGA. 1075 tons, Captain P. T. Morse.

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

The JUNIATA will leave for New Orleans on SATURDAY, Sept., 2t, 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, Natches, Vicksburg, Memphis, Nashville
Cairo, St. Louis, Louisville, and Cincinnati,
Agents at New Oricans, 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 Rosnoke Railroad, and to Lynchburg,
Va., Tennessee and the West, via Norfolk, Petersburg, South-Side Railroad, and Richmond and Danville Railroad. birg, Solten-side Raincad, and Richmond and Dan-ville Railroad.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer.

of transfer.

Steamships insure at lowest rates, and leave regularly from lirst 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 COMPANY'S REGULAR LINE
PANY'S REGULAR LINE
TONAWANDA, 589 tons, Captain Wm. Jennings,
WYOMING, 860 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 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, 412

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.

barves.
Bills of lading signed at through and reduced rates o all principal points in North Carolina.
Agents at Wilnington, Worth & Daniel.
WILLIAM L. JAMES, General Agent, CHAS, E. DILKES, Freight Agent,
No. 314 S. Delaware avenue, HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL 

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET.

AT REDUCED RATES.

DRAFTS AVAILABLE THROUGHOUT ENGLAND INELAND, SCUTLAND, AND WALES.

For particulars apply to For particulars apply to
TAPSCOTTS, BROTHERS & CO.,
No. 35 SOUTH Street, and No. 25 BROADWAY,
11 Or to THOS, T. SEARLE, No. 217 WALNUT

NEW EXPRESS LIME TO Alexandria, Georgetown, and Washington, With connections at Alexandria from the most direct foute for Lynchburg, Bristol, Knoxville, Nashville, Dailon, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Freight received daily.

No, 14 North and South Wharven, M. ELDRIDGE & Co., Agents at Alexandria, Vinginia.

OPPOSITION TO MONO
POLY. DAILY LINE FOR BALTI
MORE, via Chesapeake and Dela MORE, via Chenapeake and Delawar Chunal.

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. 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,
5 16 No. 18 N. DELAWARE Avenue 8 162 FOR NEW YORK, VIA BELAware and Raritan 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.

JAMES HAND, Agent, No. 104 Wall street, New York. TO SHIP CAPTAINS AND OWNERS.

TO SHIP CAPTAINS AND OWNERS.

The undersigned having leased the RES.

SINGTON SCREW DOCK, bega to inform his oftends 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 ality-charpenter and cantiker, while give personal attention to the vessels antroated to him for repaires.

Captains or Agenta, Ship-Carpenters, and Machiniate having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedig Patent Matalite Composition" for Copper paint, for the preservation of vessels bottoms, for this city, I am prepared to furnish the same of reasonable terms.

1071N H. HAMMITT.

Eansington Screw Dock. DELAWARE Avenue, above Laurei street.