THE FASHIONS.

Whe World of Fashion at Baden-Costumes at the Watering Places-Dress Novelties at Ems and Homburg-Patterns in Silk and Satin-What May be Accomplished with Beads and Alpaca-The Flower Trimming for Winter-Ristori's Toilets for Marie Antoinette-How Eugenie Dressed in the North-Considerations for Crinoline.

Panis, Sept. 10 .- The great obstacle which Parisian tourists complain of is the bridge at Kehl, between France and Saden. It not only impedes their view of the free running Rhine, out it has to be opened before them at German oldding, a thing par icularly galling to the French. Those among them who annually try their hand at roulette on the other side of the frontier notice the complacent smile of the custom-house officers when their countrymen return with collapsed carpet-bags, (which are scarcely looked into, and no other more useful article of apparel in their hands than a gibus, To be plucked just when one's wings were nigh soaring is an uncomfortable predicament, but to be smiled at complacently afterwards adds bit-

terness to inward commune.

Notwithstanding the bridge and the Custom House, and in defiance of smiles, the beau monde has invaded Baden; the Duchess de Mouchy, M'me Pilte, Baroness du Port d'Alis, Comtesse le Sagne, and other lesser planets, are shining at the races which have opened the season. Already have peremptory telegrams, shortly worded, expressed a want common to mankind "send money." The expression varies, truly The expression varies, truly seme ndopt a politer form, "please, tin;" or put the case thus:—"Watch pawned." The most startling are:—"A revolver or the needful."

Meanwhile the usual routine of watering-places is gone through. Celebrated singers perorm vocal feats at and against each other, martyrized by the applause awarded to their rivals alternately. Excellent music is also heard all over the Park, where bands are hidden behind shady groves, or displayed in elegant kiosks of carved wood work. Groups of the most tastefully dressed women are seen everywhere, some wandering about alone by twos and twos: these are the poetical, who choose a companion according to the color of her attire; or by sixes and sevens; these are ever surrounded by a halo of fluttering dandles, with their hair cut a la Byron (short and frizzled), very bare neck, white or fawn neckties, striped with pink or

Female attire is mostly white pique, white merino looped up over colored silk, or white Algerian challies over delicately tinted foulard underskirts.

At Ems and Homburg costumes are more conpicuous. The last novelty there is the new ring belt and sash, rather more complicated and ele-gant than practical. It is made of two large rings in Etruscan gold, hung behind from the waist, supporting a third, through which two

wide =ash ends flow.

Plaid silk and plaid satin are much in vogue at Homburg. But the most convivial parties are country excursions and so called picnics, for which steel grey lawns and muslins are preferred.

On these occasions the great effort is to have recherche toilets without the help of silk or satin, and nothing is easier, so much can be done with crosscuts of alpaca on alpaca and a few beads. Thus a very inexpensive dress is made of maize colored goats' hair, with everything en suite as to match, and no other trimmings than a narrow Algerian ribbon sewn down the middle of cross-cuts placed in different patterns down the seams. These crosscuts form festoons, vandykes,

The flower trimming will be adopted, too, next winter. It is the same as an artificial flower, only made of the material employed for the dress, and of velvet or satin. The fuchsia bell is a favorite; it is made like fringe; the leaves and stalks are emproidered. Dahlias are the easiest to execute. They are made of silk petals, and sewn so as to form a perfect flower; each petal is usually bordered round with small black beads. It is a great complication of toil and taste for dressmakers, but very lovely down the sides and front of silk robes. Large china asters are another convenient flower to make in

An American lady lately wore a white tulle entirely trimmed with white daisies made of poult; the hearts were of yellow satin. These daisies were large round the bottom and de-creased towards the waist; they were still smaller round the sleeves, and low bodice. Robes tend to become longer than ever be-hind when not bunched up a la Marie An-

Adelina Patti is to be the great attraction at the Italian opera this month, and has arrived just as M'me Ristori is leaving Paris. The latter great artiste only remained here long enough to superintend the making of her costunes for the new drama in which she is to ap pear as "Marie Antomette." Her toilets are exquisite, and though I have been favored with a vew of them, it was conditionally, for they ma not be described until they have been worn at the first performance. I may say that they hav been composed with authentic models in hand by a first-rate artist. Every garment is the aithful reproduction of the youth, elegance and education of the unfortunate Queen before she married, when she reigned and when

a presoner at the Temple.

Regalty reminds me that I did not describe two f the Empress' tollers when in the North. The one she wore at the gats theatrical per-formace was a vaporous white tulle and the diamends of the crown, the brilliancy of which was couded by a very large tulie veil, though they parkled through like constellations in a mist. The ball dress the next day was butter-cup timmings (satin rouleaux) on white tulle. Her head-dress, foliage of diamonds and

Although the season really is over, Paris is very fill of tourists and provincials, and many are domed to aspualt by the visits of relatives and irends who manage to come to Paris late, just t prevent one from scouring over moor and forst giade with a gun on one shoulder. The wrst of it is that they must have all the sight-reing from the top of Colonne, in the centreof the Place Ven lome, to the sewers of the civ underground. A clever writer lately described his impression when he ascended the said Conne, to be that of an insect crawling up a corksrew, and I fancy the pleasure of visiting the Par sewers must be comparable to that of creepingthrough an old meerschaum pice.

A stor is that of the bridegroom that was to be, and who having been shown some of his future posa's trousseau, asked how the long, white, havy skirts in such piles were to be dis-

"They re peticouts," answered the mother;
"Alice has on four of these every day."
"Upou my word!" exclaimed Alice's betrothed; 'ut where's the crinoline?" "Who wars crinolines now?" asked the tender

"And wat is the cost of one of these frilled

"From fly to eighty francs, edged with lace."
"And thewashing?" "Five truca," "Please are my kind love to Miss Alice, and

say I cannt afford to keep a wife without a So, ladiesreflect ere you, in New York, cast yours away.- N. Y. Berold.

A THEATEGAL SUCCESS,-The Pall Mail Gazetle says:- We have the announcement that Pretty Seeuan, don't say No, has been sung for the 690th time at a London theatre, having been invarially 'rapturously encored three times every eventa for 231 con-ecutive nights. Conceive the state of mind and threat of a vocalist on being calle on to sing the same nonsense 630 times, with the same smirk, the same courtesy to an appreciator audience, and the same vivacity with which it first won its way to the soul of the metropoltan playgoer! It is bad enough to have to sing he same song even twice over, an appliance it is noisy energy, but when its in obedience to a noisy encore, but when es to counting performances, whether of t whole part in a flay, or of a single ditty, by the huncred or more the marvel is that the player or singer can puton even the appearance of in-

PROPOSALS.

PROPOSALS FOR DREDGEBOAT.

OFFICE U. S. ENGINEER AGENCY,
NO. 7 BOWLING GREEN, NEW YORK CITY,
September 19, 1897.

The undersigned hereby invites scaled proposals for building and equipping ready for sea and for work the first of the two Dredgeboats (authorized by joint resolution of Congress approved March 29, 1807) for 'improving the mouth of the Mississippi river, in accordance with models, drawings, and specifications visible at this office, and instructions to be furnished by the Engineer in charge; the Dredgeboat to be delivered at such point in the Mississippi river at or below New Orleans, as the Engineer in charge may direct.

or below New Orleans, as the Engineer in charge may direct.

The Dredgeboat to be a double-ender,460 ee' long, 30 feet beam, and 22 feet high, measured from the bottom of the keel to the surface of the spar-deck at amidships; to have a screw pro-peller at each end, one of which is to be 14 feet diameter, driven by two engines, and the other is feet diameter, and driven by one; to be fitted ith water compartments for readily adjustive the draft to any depth from 14 to 2) feet; to be fitted with an auxiliary scraper at each end; and many of the parts to have a strength considerably exceeding that of like parts of steamers of like dimensions designed for ordinary ocean paylestion.

navigation.
During the construction of the Dredgeboat easonable facilities for inspecting the mate-lals and workmanship must be afforded the

officer or agent appointed for the purpose.

The Dredgeboat to be propelled throughout her sea voyage between the points of construclion and delivery by her own engines alone.
Bids which do not cover the entire construction and equipments ready for the sea and for
work of the Dredgeboat, and her delivery at

work of the Drodgeboat, and her delivery at the point designated, will not be considered. No bids will be considered except from those practically engaged in the construction of ocean steamers, or screw propeller machinery for the same, and who have personally inspected the model find drawings of the Dredgeboat, or employed experts for the purpose of informing them of its character.

them of its character.

Bids to be indorsed (on the envelope) "Proposals for Dredgeboat," and addressed to the undersigned at this office.

Each bid must be accompanied by a guaran-

tee, signed by two guarantors, that the bidder will enter into contract as herein stated, and a certificate of the responsibility of the guarantors, and specifying the occupation of the bid-ders, signed by an officer of the United States Corps of Engineers, or some other competent

person known to the undersigned,
Proposals will be received till 12 M., on the
12th day of October, 1867, at which time they
will be opened. The contract and bond must
be signed by the 14th day of October, 1867; work
must be actually begun on both hull and machinery by the 20th day of October, 1867; the
boat must be completed reaction for season for boat must be completed, ready for sea and for work, and the trials and trial trip had by the list day of March, 1868, and no unnecessary delay thereafter must occur in her delivery at

re point designated.
Payments will be made as follows:—Forty Payments will be made as follows:—Forty per cent. of the contract price on launching the boat and completion of the boilers and the cylinders of the three propeller engines, provided all these shall have been duly approved; thirty-five per cent on approval of the boat after completion of all its parts, ready for sea and for work, by the duly authorized officer or agent of the United States, all the trials and the trial trip having been had, provided the terms of the contract shall thus far have been complied with, and the balance on final accep-

complied with, and the balance on final acceptance at the point of delivery.

Bonds for the faithful performance of the contract in the sum of \$25,000 will be required, with two sureties, whose sufficiency must be certified by the Clerk of the nearest District Court, the pages of the sureties with the certificate. the names of the sureties, with the certificate,

to be submitted with the bid.

The bids and guarantees must be made out on the printed forms to be had at this office,
Model and detailed drawings can be seen and
copies of specifications had at this office, Copies of the specifications can also be seen at the United States Engineer's offices in Philadelphia

and Boston.

The Government reserves the right to reject any and all bids.

In order that no time may be lost after the contract shall be signed, full detailed drawings of all parts of the Dredgeboat are in progress, and will be in readiness to turn over to the contractor so that work may be begun without delay on account of preparation of working drawings.

M. D. McALESTER.

Brevet Brig-Gen. U. S. A., Maj of Eng's,
In charge of improvement, mouth of Mississippi river.

9 23 12t

LUMBER.

1867. SELECT WHITE PINE BOARDS AND PLANK.

CHOICE PANEL AND IST COMMON, 16 feet long.

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WHITE PINE, PANEL PATTERN PLANK,
LARGE AND SUPERIOR STOCK ON HAND,

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NO, 1 CEDAR LOGS AND POSTS,

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

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SPANISH CEDAR BOX BOARDS.

1867. SPRUCE JOIST! SPRUCE JOIST!

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Always on hand, made of the Best Seasoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS. Newe;s, Balusters, Bracket and Wood Mouldings.

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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

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COACH MAKERS. NO. 214 SOUTH FIFTH STREET. New and Second-hand Carriages for sale. Pare

ticular attention paid to repairing. 5 30 %

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The undersigned having lessed the KEN.

SINGTON SCREW DOCK, begr to inform his friends
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increased facilities to accommodate those having vessets to be raised or repaired, and being a practical
ship-carpenter and canifer, will give personal attention to the vessels entrusted to him for repairs.

Captainsor Agents, Ship-Carpenters, and Machinists
having vessels to repair, are solidied to call.

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the preservation of vessels bottoms, for this city, I am
prepared to furnish the same on reasonable terms.

JOHN H. HAMMITT.

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RAILROAD LINES,

READING RAILROA
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, 1867,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours:—

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets. Philadelphia, at the following hours:

At 7:30 A. M., for Reading and intermediate Stations, Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 7:30 P. M., for Reading at 6:30 P. M., arriving in Philadelphia at 7:30 P. M. MORNING EXPRESS,

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamagua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pitaton, York, Carilaia, Chambersburg, Hageratown, etc., etc.

This train connects at READING with East Pennaylvania Raliroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Raliroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cymberiand Valley and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chamberburg, Pinegrove, etc.

berland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 3:39 P. M., for Reading Potsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION
Leaves Potstown at 8:20 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.
READING ACCOMMODATION
Leaves Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 5:30 P. M.; arrives n Reading at 7:45 P. M.
Trains for Philadelphia at 5:30 P. M.; arrives n Reading at 7:45 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Potsville at 8:45 A. M., arriving in Philadelphia at 1:00 P. M., Potsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.
HARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at

HARRISBURG ACCOMMODATION
Leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Atternoon Accommodation south at 630 P. M., arriving in Philadelphia at 910 P. M., harriving in Philadelphia at 910 P. M., arriving in Philadelphia at 910 P. M., elphia at 9:0 P. M., passenger car attached, leaves hiladelphia at 12:45 noon for Pottaville and all way tations. Leaves Pottsvilleat 7:08 A. M. for Philadelphia and all way stations.
All the above trains run dally, Sundays excepted, sunday trains leave Pottsville at 8:06 A. M., and hiladelphia at 3:17 P. M. Leave Philadelphia for leading at 8:00 A. M., returning from Reading at 4:25

CHESTER VALLEY BAILBOAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:30 P. M., trains from Philadelphia, returning from Downing town at 6:10 A. M. and 1:00 P. M. Dassing Reading at 1:00 A. M. and 1:00 and 1:00 P. M. and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc. Returning, express train leaves Harrisburg on ar rival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 9 P. M., passing Reading at 4:2 and 1:30 A. M., and 4:20 and 1:10 P. M., and arriving in New York at 10:10 A. M., and 4:40 and 5:20 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg, without change.

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

P. M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7 and 11-20 A. M., and 7-11 P. M., returning from Tamaqua at 7-25 A. M. and 1-40 and 4-15 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 7-35 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.

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 lickets 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 lickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 237 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading.—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired

COMMUTATION TICKETS
At 25 per cent, discount, between any points desired for ismilies and firms.
MILEAGE TICKETS,
Good for 2000 miles between all points, \$32.50 each for ismilies and firms.
EEASON TICKETS,
For three, six, nine, or twelve months, for holders only, to all points, at reduced raises.
Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fore. EXCURSION TICKETS

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

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 5:30 A. M., 12:45 noon, and s P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward,

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2:15 P. M.

484

NORTH PENNSYLVANIA RAILROAD.

ORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazeiton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, and all points in the I chigh, 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 WEDNESHAY, May 8, 1867, Passenger trains leave the New Depot. corner Berks and American streets, daily (Sundays excepted), as follows:—
At 7-36 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Baliroad, connecting at Bethlehem with Lenigh Valley Railroad for Alfantown, Catasanqua, Slatington, Mauch Chunk, Weatherly, Jeansville, Hazeiton, White Haven, Wilkeabarre, Pittston, Scranton, and all points in Lehigh and Wyoming valleys; also, in connection with Lenigh and Mahanoy Railroad, for Mahanoy City, and with Catawassa Railroad, for Rupert, Darville, Milton, and Willamsport. Arrive at Mauch Chunk at 12-28 A.M.; at Wikesbarre at 3 P. M.; at Machanoy City at 2 P. M.; at Scranton at 4-05 P. M., Passengers by this train can take the Lehigh Valley Irsin, passing Bethlehem at 11-25 P. M., for Easton, and points on New Jersey Central Hallroad to New York.

At 8-45 A. M.—Accommodation for Doylestown, stop-

Nors.

At 5'45 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 10'15 P. M.—Express for Bethiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralla, Shenandoah, Mount Carmel, Pittston, Scranton, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

At 2'45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers take for Sumneytown.

At 2 Accommodation for Doylestown at Optical Control of the Sumneytown. for Summeytown.

At 4 P. M.—Accommodation fo. Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hathoro, and Hartaville, take stage at Abington; for Lumberville at Doylestown, At \$20 P. M.—Through accommodation for Bethlebern and all stations on main line of North Pennsylvania Raifroad, connecting at Bethlebern with Lehigh Valley Evening train for Easton, Allentown, and Manch Chunk.

Mauch Chunk.
At 620 P. M.—Accommodation for Lansdale, stopolog at all intermediate stations.
At 1138 P. M.—Accommodation for Fort Wash-

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 Easten, Wilkesbarre, Mahanoy
City, and Hazleton. Passengers leaving Easton at
11:20 A. M. arrive in Philadelphia at 2:05 P. M.
Passengers leave Wilkesbarre at 1:50 P. M., connect
at Bethlehem at 6:15 P. M., and arrive in Philadelphia

A Bethlehem at \$15 P. M., and arrive in Philadelphia it 10 P. M.
From Doylestown at \$25 A. M., \$10 P. M., and 40 P. M.
From Lansdale at 7:20 A. M.
From Lansdale at 7:20 A. M.
From Lansdale at 7:20 A. M.
Philadelphia for Bethlehem at 19:20 A. M.
Philadelphia for Bethlehem at 19:20 A. M.
Philadelphia for Doylestown at 7:45 P. M.
Doylestown to Philadelphia at 7:20 A. M.
Bethlehem to Philadelphia at 7:20 P. M.
Fifth and Sixth Streets Passenger can 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 scure the lowest rates of fare.

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

NG. 105 S. FIFTH Street.

ANNAMESSIC SHORT LINE AND United States Mail Route to the South and Southwest.

On and after JULY 5, trains will leave Depot Philadelphia, Wilmington, and Baltimore Railroad, BROAD sirect and WASHINGTON Avenue, at if P. M., connecting closely with Express trains for the principal cities bouth, including Wilmington, N. C., Goldsboro Newbern, Charleston, Savannan, Raieigh, Charlotte, Columbia, Macon, Augusta, Montgomary, Mobile New Orleans, and intermediate points.

For tickets and information inquire at Offices, Nos 411 and 23 CHEENUT Street, or at Depot, BROAD Eirest and WASHINGTON Avenue.

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

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFECT JUNE 2, 1887. 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 Wainut Streets Railway run within one Market Street Passenger Hallway. Those of the Chesnut and Walnut Streets Railway run within one
square of it.

On Sundays—The Market Street cars leave From
and Market Streets thirty-five minutes before the
departure of each train.
Sieeping Car Tickets can be had on application at
the Ticket office. N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transfer Company will call for
and deliver bargage at the Depot. Orders left at No.
201 Chesnut street, or No. 1 South Eleventh street, will
receive attention.

by special contract. EDWARD H. WILLIAMS, 429 General Superintendent, Altoons, Pa.

At 5 and 10 A. M., 1, 2, 4, 5, 6, and 11:30 P. M., for Florence.

At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edgewater, 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 Etreet Ferry, upper side.

LINES FROM KENSINGTON DEPOT

Will leave as follows:

At 11 A. M., 4:30 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines.

Fare, 8.

At 8, 10:15 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., for Trenton 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.

Schencks.
At 10-15 A. M., 2-30 and 5 P. M., for Eddington,
At 7-30 and 10-15 A. M., 2-30, 4, 5, 6, and 12 P. M., for
Cornwell's, 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. From Kensington Depot,
From Kensington Depot,
At 8 A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandaigua, Elmira, Ithaca, Owego, Rochester,
Bloghamton, Oswego, Syracuse, Great Bend, Montrose, 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, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—
At 140 A. M., and 120 and 630 F. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25.
The 130 A. M. and 630 F. M. Lines will run daily. All others, Sundays excepted.
July 15, 1867.

WM. H. GATZMER, Agent,

PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE.

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

ELEGANT SLEEPING CARS on all Night Trains, Gn and after MONDAY, April 29, 1897, the trains on the Philadelphia and Eric Railroad will run as follows:—

WESTWARD.

Mail Train leaves Philadelphia 700 P. M.

" leaves Williamsport 430 A. M.

" arrives at Erie 405 P. M.

Erle Express leaves Philadelphia 1200 noon.

" leaves Williamsport 545 P. M.

" arrives at Erie 1000 A. M.

Emira Mail leaves Philadelphia 500 A. M.

Emira Mail leaves Philadelphia 500 A. M.

" leaves Williamsport 645 P. M.

" leaves Williamsport 1000 A. M.

Extracted 1000 A. M.

Extracted 1000 A. M.

" arrives at Philadelphia 700 A. M.

Extracted 1000 A. close connections at Oil City and Petroleum Centre, Baggage checked through, ALFRED L. TYLER,

PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A. M., 1, 2,
35a, 35a, 4, 5, 35a, 670, 7, 8, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75a, 8, 8*20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 45a, 6, 65a, 7, 8, 9, 10, 11 P. M.
The 8*20 Down Train and 35a and 55c Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 95a, A. M. 2, 7, 105c P. M.
Leave Germantown 85a, A. M. 1, 6, 95c P. M.
CHESNUT HILL RAHLROAD.
Leave Philadelphia 6, 3, 10, 12 A. M. 2, 35a, 55a, 7, 9
and 11 P. M.
Leave Chesnut Hill 710, 8, 8*40, and 11*40 A. M. 1*40, 3*40, 5*40, 6*40, 8*40, and 10*40 P. M.
Leave Chesnut Hill 750 A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 12*40, 6*40, and 928
P. M.
Leave Chesnut Hill 750 A. M. 12*40, 6*40, and 928
P. M.
Leave CONSHOHOUKEN AND NORRISTOWN,

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

1. Commencing TUESDAY, September 3, 1867.

4-60 P.M. Cape May. Passenger.

RETURNING TRAINS LEAVE CAPE ISLAND.

9-60 A. M. Morning Mull.

The SUNDAY MAIL and PASSENGER TRAIN icaves Philadelphia at 700 A. M., returning loaves Cape Island at 500 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 Chesnui street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.

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

For Bridgeton, Salem Vineland, Millville, and intermediate stations, 800 A. M.

Mail, 230 P. M. Passenger.

Cape May 3'30 P. M.

West Jersey Freight Train leaves Camden at 12 M. (Doon.)

Freight will be received at Second Covered Wharf

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

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1867, Trains will leave Depot, corner BROAD Street and WASH INGTON Avenue, as follows:
Way Mail Train at \$520 A. M. (Sundays excepted for Institutore, cospecting with Delaware Railroad at Wilmington Cospecting with Delaware Railroad at Wilmington for Crisheid and intermediate stations.
Express Train at 1450 A. M. (Sundays excepted) for Baltimore and Washington, stopping at Cheeter, Thay low, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perry ville, Havre-de-Grace, Aberdeen, Perryman's, Edge wood, Magnolia, Chase's, and Stemmer's Run.
Right Express attitude, and Stemmer's Run.
Right Express attitude, Middle Main, Stopping at Newcastle, Middletown, Clayton, Dover, Harring, ton, Seaford, Salisbury, Princess Anne, and connecting at Cristicid with Host for Fortress Mource and Norfolk vis Railmington will take the 1150 A. M. Train.

Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 1250, 200, 450, 600, and 1156.

Storping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12'80, 2'00, 4'30, 6'00, and 11'8 (daily) P. M. The 4'30 P. M. Train connects with belaware Railroad for Milford and intermediate stations. The 5'00 P. M. Train runs to New Castlie.

Leave Wilmington 6'30, 7'15 and 8 A. M., 4'00 and 6'M (daily) P. M. The 7 15 A. M. Train will not stop at attainons between Chester and Philadelphia,

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7'25 A. M., Way Mait, F25 A. M., Express, 2'15 P. M., Express, 6'8 P. M., Express, 5'0 P. M., Express, 6'8 P. M., Express, 5'0 P. M., Express, 6'8 P. M., anopping at Havre de-Grace, Perryville, and Wilmington. Also stops at Northesst, Elition, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where also state rooms and be seen in sleeping care can be secured during the day. Persons purchasing tickets at this office can have their bargage checked at their residence by the Union Transer Company.

481 H. F. KENN SY, Superintendent,

H. F. KENNEY, Superintendent,

WEST CHESTER AND PHILADELPHIA
RAILEGAD, VIA MEDLA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 21, 1867, Trains will leave Depot, Thirry-First and Chesin ut Streets,
West Philadelphia, as follows:
Leave Philadelphia for West Chester, at 7 is A. M.,
11 A. M., 230 P. M., 415 P. M., 450 P. M., 7700 P. M., and
1030 P. M.
Leave West Chester for Philadelphia, from Depoon East Market street, at 575 A. M., 775 A. M., 770
and 1045 S. M., 155 P. M., 450 and 630 P. M.
Trains leaving West Chester at 730 A. M., and leaving Philadelphia at 450 P. M., will stop at R. C. Junction and Media only.
Pausengers to or from stations between West Chester and P., C. Junction going east, will take train
leaving West Chester at 7716 A. M., and going west
will take train leaving Philadelphia at 450 P. M., and
transfer at R. C. Junction.
Leave Philadelphia for Media at 500 P. M.
Stopping at all stations.
The Market Street cars will be in watting, as usual,

Leave Media for Philadelphia at \$19 P. M. istopping at all stations.
The Market Street cars will be in waiting, as usual, a Thirty-first and Market streets, on the arrival of ach train, to convey passengers into the city; and or lines leaving the Depot take the cars on Market reet, the last car connecting with each train leaving root and Market streets thirty minutes previous to crature. The Cheanut and Walnut Street cars connect with

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 street to the dapot.

ON SUNDAYS.

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

Trains leaving Philadelphia at 745 A. M. and 450 P. M., and leaving West Chester at 749 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 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 is made for the same.

415 General superintendent.

T. HILADELPHIA AND BALTIMORE CEN.

PHILADELPHIA AND BALTIMORE CEN THAL RAILROAD.—Summer Arrangements, On and aster SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:15 A. M. and 45e P. M.
Leave Rising Sun at 5:15 and Oxford at 5:05 A. M., and leave Oxford at 225 P. M.
A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 1:15 A. M., Oxford at 12:6 M., and Kennett at 1:00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., roning through to Oxford.

The Train leaving Philadelphia at 7:15 A. M. control of the ing through to Oxford.

The Train leaving Philadeiphia at 7:15 A. M. connects at Oxford with a daily line of Stages for Peach Bottom. In Lancaster county. Returning, Jeaves Peach Bottom to connect at Oxford with the Asternoon 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 bagginge, 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, 5:114

HENRY WOOD General Sup's.

ferry. 345 P. M.
Freight, with Passenger Car attached. 345 P. M.
Junction Accommodation to Jackson and
intermediate Stations. 530 P. M.
BETURNING-WILL LEAVE ATLANTIC:
Mall.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND
PRACTICAL AND THEORETICAL ENGINE AND
PRACTICAL AND THEORETICAL ENGINEERS,
MACHINISTS, BOILER-MAKERS, BLACKSMITHS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years
been in successful operation, and been exclusively
engaged in building and repairing Marine and River
Engines, high and low-pressure, from Boilers, Waten
Tanks, Propellers, etc. etc. respectfully offer their
services to the public as being milty prepared to contract for engines of all aires, Marine, River, and
Stationary; having sets of patterns of different sizes,
are prepared to execute orders with quick deepatch.
Every description of pattern-unaking made at the
shortest notice. High and Low-pressure Fine,
Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal from Forgings of all sizes and kinds:
from and Brass Castings of all descriptions; Roll
Turning, Surey 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

nteed.

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

JACOB O, NEAFIB,
JOHN P. LEVY.

S 12 BEACH and PALMER Streets.

J. VAUGHAN MERRICK, WILLIAM H. MERRICK
J. VAUGHAN MERRICK, WILLIAM H. MERRICK
SOUTHWARK FOUNDRY, FIFTH AND
WASHINGTON Streets,
FHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
ict Land, River, and Marine Service.
Bollers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Works, Workshops, and
Bailroad Stations, etc.
Retorts and Gas Machinery, of the latest and most
improved construction.
Every description of Plantation Machinery, and
sugar, Saw, and Grist Mills, Vaccuum Pans, Open
Steam Trains, Defecators, Filters, Pumping Engines, etc.
Sole Agents for N. Billenx's Patent Sugar Bolling
Armarans, Nesmyth's Fatent Steam Hammer, and gines, etc.
Sole Agents for N. Billenx's Patent Sugar Bolling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine.

BRIDESBURG MACRINE WORKS

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 worss.

ALFRED JENES & SON, ALFRED JENKS & BON,

T. STEWART BROWN, B.E. Cornur of FOURTH and CHESTNUT STS MANUPACTURER OF THU" KS, VALISES, BAGS, RETICULES, and ever description of Traveling Goods, THURKS and BASS Sepaired.

SHIPPING

nen, etc., at moderate rates. Steerage passage from Liverpool or Queenstown, \$40 urrency. Tickets can be bought hereby persons send-For further information apply at the Company's offices, No. 15 HROADWAY, N. Y., 877 or No. 411 CHESNUT St., Philadelphia.

PHILADELPHIA AND SOUTHERN

MAIL STEAMSHIP COMPANY.

FOR CHARLESTON, S C.

Thotteamship STAR OF THE UNION, Captain T. N. Coolmey, will sail for the above port on WED-NESDAY, October i, at a o'clock A. M., and every two weeks mercafter.

Freight taken for all points in connection with the outh Carolina Railroad. The Passenger accommodations of this steamer are of a superior character.

Freight now being received at Pier is South DELA-WARE Avenue. WM. L. JAMES, General Agent, 9 24 tf

No. 314 South DELAWARE Avenue. SOUTHERN MAIL STEAMSHIP COM-

JUNIATA, 1215 tons, Captain P. F. Hoxie,
TIOGA, 1075 tons, Captain J. T. Morse,
The TIOGA will leave for New Orleans on SATURDAY, October 5, at 8 o'clock A, M., from Pier The JUNIATA will leave New Orleans for this port October 5,
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. 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, vis
seaboard and Ronnoke Railroad, and to Lynchburg
Va., Tennessee and the West, via Norfolk, Peters
burg, South-Side Railroad, and Richmond and Danville Railroad. rille 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 T. P. CROWELL & CO., Agents at Norfolk. 61

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOR SAVANNAH, GA.
TONAWANDA, 550 tons, Captain Jacob Teal.
The steamship TONAWANDA will leave for the above port on Saturday, September 28, 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. 31 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell.

4 15

THE PHILADELPHIA AND
SOUTHERN MAIL STEAMSHIP COMTANY'S REGULAR SEMI-MONTHLY LIFE,
FOR WILMINGTON, N. C.
The steamship PIONEER, Siz tons, Captain J. Bennett, will leave for the above port on Thursday,
October 3, at 8 o'clock A. M., from Pier 18 South
Wharves.

October 3, at 8 october A. M., Man 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,
413 No. 314 S. Delaware avenue. HAVANA STEAMERS.

SEMI-MONTHLY LINE, 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 IRELAND, SCOTLAND, AND WALES.
FOR PASSAGE TO AND FROM GREAT BACKET, AND STATEMENT AND STATEMENT BACKET. For particulars apply to
TAPSCOTTS, BROTHERS & CO.,
No. 35 SOUTH Street, and No. 25 BROADWAY.
11 Or to THOS. T. SEARLE, No. 217 WALNUT

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

Steamers leave regularly from the first wharf above Market street.

darket street.
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, Va.

OPPOSITION TO MONO
POLY.—DAILY LINE FOR BALTI
MORE, via Chesapeake and Dela MORE, via Chesapeake and Dela war. Canal.

Philadelphia and Baltimore Union Steamboat Compacy, 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.

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

Particular attention paid to the transportation of all description of Merchandise, Hoises, Carriages etc. etc.

For further information apply to

JOHN D. RUOFF, Agent.

5 162

No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELAware and Raritan Canal.

Express Steamboat Company Steam Propellers
leave Daily from first 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, 4

JAMES HAND, Agent.

JAMES HAND, Agent, No. 104 Wall street, New York. SURE Transportation Company Despatch and Swiftsure Lines, via Delaware and Karitan Canai, on and after the 15th of blarch, leaving dally 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. 122 S. DELAWARE Avonue.

GEORGE PLOWMAN, CARPENTER AND BUILDER

REMOVED To No. 134 DOCK Street, PHILADELPHIA.

O B N E X O H A N G I BAG MANUFACTORY. CO., RESOVED TO N. E. Corner of MARKET and WATER Streets, Philadelphia. DEALERS IN BAGS AND BAGGING
Of every Description, for
Of every Description, for
Grain, Flour, Balt, Edgar-Phosphate of Lime, Bone
Dunt, Etc.
Large and small GUNNY BAGS constantly on hand
Also, WOOL BACKS.
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JOHN T BAILWY.