HONORS TO THE DEPARTED BRAVE.

Dedication of a Monument in Wisconsin to the Soldiers of the Union from Wiscensin who Perished on the Field of Battle.

Recent papers from Wisconsin gave an account of the uncovering and dedication, at Lancaster, in Grant county, of a noble and wery costly monument to the brave sons of that county, seven hundred and fifty in number, who went forth to fight in the cause of the Union, and fell in its defense. The monument cost about \$8000, and was paid for in the largest part by subscriptions in small amounts by nearly every person of character in the county.

THE MONUMENT is placed in the northeast corner of the Court House square, and is of most beautiful design and elegant finish. It is made of the purest white marble; the main shaft is twenty-six feet high; the sub-base seven feet and the base five feet square; the first die upon which the inscriptions are wrought three and a half feet square, surmounted by a cap and cornice, and indented by means of raised corners. Over this is the second die upon which the emblems are carved, which is twenty-four inches square and thirty inches high, from which the column tapers to the top. On the east side of the first square die is a beautiful laurel wreath, within which is inscribed the fol-

The branch of the memory of the brave soldiers of Grant county, who fell in defense of universal liberty in the great Rebellion of A. D. 1831.

This marble records their names.
The many bloody battle-fields of the South contain their names.

Their memory is forever enshrined in the hearts of their countrymen."

Over this, on the second die, are a couple of American flags, a cannon and an anchor, spanned above by an arc. On the north side is inscribed: -

"We here highly resolve that these honored dead shall not have died in vain; that this nation, under God, shall have a new birth of freedom, and that gov-ernment of the people by the people shall not perish from the earth." from the earth.'

Over this, on the second die, is cut the anchor of hope, garlanded with laurel leaves, resting upon the Holy Bible. On the west side the following couplet-a translation of the inscription found on a monu-

ment at Thermopylæ-is engraved:-"Go, stranger, to your country tell For her we lought—were buried where we fell," Over this are four swords and mountings, grouped together.
On the south side is this quotation from

Lincoln's emancipation proclamation:-"I do order and declare that all persons held as claves " " are and henceforth shall be free."

And over this a pair of broken shackles upheld by a right hand.

The column is surmounted by an eagle standing on a globe with outstretched wings, holding a wreath in its beak. The design of the whole monument is elegant, chaste, and appropriate.

The orator of the occasion was the Hon. Matthew H. Carpenter, well known as one of the most eloquent and ablest lawyers of the Northwest, and now spoken of as a candidate of the Republican party for the Senate of the United States, in case of any vacancy.
Mr. Carpenter spoke without notes. We

cannot pretend to give more than an idea of his remarks. He said:—"We are met to dedicate this beautiful monument erected to the memory of those who have fallen to restore our institutions to their original condition. As to those who had fallen, it was proper to inquire whether they fell in defense of justice or injustice, battling for the right or for some wrong; because upon that question depended the other question whether they were mere slain minions of oppression, or holy martyrs of liberty, entitled to our respect and the respect and veneration of all generations; that this would make it necessary to discuss the issues that led to the war, what the war had accomplished, and the duties of patriotism which the war has cast upon us.'

In justification of this line of remarks, Mr. Carpenter read from that eloquent and impressive remnant of ancient literature, Pericles' funeral oration at the close of the first year of the Peloponnesian war. After speaking of the advantages of Athens

in other respects, Pericles says:-

"But by what institutions we have risen to empire—by what form of civil polity—what dispositions and habits of life we have attained our greatness, I shall first point out, and then proceed to the celebration of these our departed worthles. Such are, I conceive, topics whose discussion is neither unsuitable to the present sciemnity, nor unprofitable to be heard by this numerous assemblage of bystanders, both citizens and strangers.

"We enjoy, then, a form of government not framed on an imitation of the institutions of neighboring States, but are ourselves rather a model to, than imitative of, others; and which, from the Government being administered, not for the few, but for the many, is denominated a democracy. According to its laws, all participate in an equality of rights as to the determination of private suits, and every one is preferred to pub ic office with a regard to the reputation he holds, and according as each is in estimation for any thing; not so much as being of a particular class, as for bis personal merit. Nor is any man, who can, in whatever way, render services to the State, kept back on account of poverty or obscurity of character."

"Yet this noble language," said Mr. Car-penter, "was uttered in a city filled with slaves. The idea had not then been conceived of a government, or commonwealth, in which all men, without regard to nationality or accidents of birth or fortune, should be held as equal before the law. Previous to the advent of Christ no one dreamed, no philosopher meditated, no poet sang of the universal brotherhood of man. Governments were erected for the benefit of a single nation or class, often for a small territory or single city. When Pericles said, 'all participate in an equality of rights, etc., he meant all Athenians so participated.

"But it is the crowning glory of our holy re-ligion that it was intended, and is destined, to reform all things that pertain to or spring from man. Jesus came to establish a kingdom, or, as we now say, a State, community, or commonwealth, not for a particular State, race, or color, but for man; for all times, for all generations. He therefore laid its foundations broad and deep. It knew no distinc-tions of nationalities, or of caste, or of color. Jew and Gentile, Greek and Barbarian, bond and free, were invited to his standard, baptized into His kingdom, and made equal in participation of benefits, each being estimated for his own character and conduct, and not preferred because he was born in this city or that mountain.

"In our own country, in the memorable year 1776, the same idea was then for the first time carried into the philosophy of government on a grand scale. Then for the first time was it announced, not that all Americans, not all Englishmen, not all Frenchmen, but all men, are created equal, and equally entitled to a voice in the Government which disposes of their liberties, their property, and their lives. This was the new idea that has rendered that day immortal in the affections of men. To sustain their declaration our fathers pledged their lives, their fortunes, and their sacred honor. For seven long years the contest was waged, on terms most unequal, by a handful liberty-loving men, without armies or navies, alliances or revenue, against the mis-tress of the seas, and one of the most power-

ful monarchies then on the earth. But the result was never doubtful. The battle is not always to the strong. God was on the throne of the universe, nor slumbering nor sleeping; and truth and justice prevailed over injustice and oppression.

"Then our fathers met and framed a constitu tion of government designed to carry into practice the truths contained in this declaration. But they were statesmen, not fanatics. Slavery was a fact in twelve of the thirteen States. They did not instantly and by violence eradicate it from the woof and web of society; though they did establish a form of government, with such discriminations in favor of liberty, as, in their opinion, would secure the speedy destruction of slavery. So the Son of Man established the Kingdom of God. He came into a world cursed with sin, wet with tears, filled with iniquity. He could have called legions of angels to enforce and execute His plans, and establish His authority and dominion among men. But He knew a better way. He wasted no time or strength in cleansing the stream, but sought to purify the fountain. He laid no edicts upon the details of human actions, He taught pure principles, and laid His hand upon the hearts of men, knowing that if they were made right, the streams that issue therefrom, the currents of human action, would take care of themselves. Our fathers did likewise, and trusted to the in provements of time and the courses of Divine Providence to accomplish in all our borders universal freedom and equal rights among all men, as men, and because men.

Mr. Carpenter then traced at length the causes and the fact of change of sentiment in the South in regard to slavery, and showed, step by step, how the difference of opinion upon this subject between the North and the South led to war. The real issue involved in the war was the extension of slavery. The brave men to whose memory this monument was erected were, therefore, the champions of liberty. They fell to reduce the boast of Pericles to a practical and universal fact, as to our institutions. In such a contest they succeeded of course. When such a contest begins, all men may safely predict the result. When sight fails faith may go on and chant the songs of liberty's triumphs, for such triumph is sure to come in God's good time. Truth will prevail over falsehood, right over wrong, liberty over slavery, as long as God superintends the affairs of men. But the patriot has much to do for all that. The results are to be so secured that no other war will be necessary to make good the Declaration of Independence. The eloquent orator then proceeded to counsel effort at securing wise and patriotic

The speaker was frequently interrupted by oud cheers and applause, the assembly testifying their hearty concurrence in the sentiments expressed in the most emphatic manner. After the oration the monument was dedicated by the Governor of Wisconsin, with impressive ceremonies.

representatives-effort, vigilance, liberality,

LUMBER.

1867.—SELECT WHITE PINE BOARDS
AND PLANK,
44, 54, 64, 2, 2½, 3, and 4 inch
CHOICE PANEL AND 1st COMMON, 16 feet long.
44, 54, 64, 62, 2½, 3, and 4 inch
WHITE PINE, PANEL PATTERN PLANK.
LARGE AND SUPERIOR STOCK ON HAND

1867.—BUILDING! BUILDING
LUMBER! LUMBER! LUMBER!
44 CAROLINA FLOORING,
54 CAROLINA FLOORING,
64 DELAWARE FLOORING,
84 DELAWARE FLOORING,
WHITE PINE FLOORING,
WHITE PINE FLOORING,
WALNUT FLOORING,
SERUCE FLOORING,
SERUCE FLOORING,
STEP BOARDS,
RAIL PLANK,
PLASTERING LATH.

QCT -CEDAR AND CYPRESS LOO . SHINGLES.

-W A L N U T B O A R D S, WALNUT PLANK, WALNUT BOARDS, WALNUT PLANK, LARGE STOCK-SEASONED,

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

1867. ALBANY LUMBER OF ALL KINDS SEASONED WALNUT.
DRY POPLAR, CHERRY, AND ASH, OAE PLANK AND BOARDS. BOSEWOOD, AND WALNUT VENEERS.

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

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

[] S. BUILDERS' MILL, NOS. 24, 26, AND 28 S. FIFTEENTH ST., ESLER & BRO., Proprietors.

Always on hand, made of the Best Seasoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS.

Newels, Balusters, Bracket and Wood Monidings. WOOD MOULDINGS, BRACKETS, BALUSTERS

Wainut and Ash Hand Railing, 3, 3%, and 4 inches BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 6124

J. C. PERKINS,

LUMBER MERCHANT, NO. 324 CHRISTIAN STREET. Constantly on hand a large and varied assortment Building Lumber. 524

STOVES, RANGES, ETC.

NOTICE .- THE UNDERSIGNED would cail attention of the public to his

NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its construction, and is perfectly airtight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright dues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once de-The hygrometric condition of the air as produced by my new airrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.

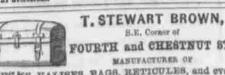
CHARLES WILLIAMS.

Nos. 1132 and 113 4MARKET Street,
Philadelphia.

A large assortment of Cooking Ranges, Fire-Board stoves. Low Down Grates, Ventilators, etc., always n hand. N. H.—Jobbing of all kinds promptly done. 5 102

THOMPSON'S LONDON KITCHENER;
OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT BIZES. Also, Philadelphia Ranges,
Hot-Air Furnaces, Portable Heaters, Lowdown Grates,
Fireboard Stoves, Bath Boilers, Stewhole Plates
Boilers, Cooking Stoves, etc., wholesals and retail, by
the manufacturers.

BHARPE & THOMSON,
No. 209 N. SECOND Street.



S.E. Corner of FOURTH and CHESTNUT STS MANUFACTURES OF TRU" MS, VALISES, BAGS, RETICULES, and ever description of Traveling Goods, TRUMES and BAUS Repaired,

GOVERNMENT SALES.

T AEGE SALE OF PUBLIC PROPERTY.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
No. IS STATE STREET,
NEW YORK, Oct. 4, 1807.)
Will be sold at Public Auction, at the Depot of
Army (10 bilds and Equipage, No. 400 WASHING.
TON Street, New York city, on TU&SDAY, the 22d
day of (clober, 1807, commencing at 11 o'clock A. M.,
to be continued from day to day, the following articles of Army Clothing and Equipage.—
21.621 Woodlen blankets.
7.211 Rubber do.
5.558 Stable frocks.
7.211 Rubber do.
5.558 Do. Ponchos.
68,45 Pegged Bootees,
pairs.
107.131 Forage caps.

| 36,360 | Hard - s e wed | Boots, pairs | 21,355 | Pegged | Boots | pairs | 22,064 | Great Conts, horse | 100,092 | Do. do. foot | 23,418 | Grey Flad net | 34,558 | Jackets, Cav. privates, | 31 | Unif. coats, Art. | Musicians | 32,418 | Grey Flad net | 34,558 | Jackets, Cav. do. | 27,413 | Hat cords, Inft. | 400 | Go. | Hospical | 414 | Eagles for Lt. | 42,558 | Go. | 107.131 Forage caps. 22,274 Unit. hats, un-83,125 Hand-sewed Boot-

ago do. Hespi-tal Stewards, 14i Eagles for Lt. Art. caps. do. do. 277,112 Hat Eagles. neers.
26 do, do, Ordnance.
216 do, do, Art. Music.
981 do, do, Inft. do.
10,000 Mosquito bars.
226,325 E napezoks. 227,112 Hat Eagles.
7,425 do. castles.
4,022 Shells and flames.
60,815 Cossed subres.
42,668 do. cannon.
277,148 Hat bugles.
39,797 do. cords, Cavalry.
30,197 do. do. Artillery.
1,252,604 do. letters.
35 do. Cord and Tassels. 2,999 do. straps, sets. 100,201 Haversacks, painted. 256 do. unpainted. 272.511 Canteens. 4 255 Cotton overalls, 1,149,158 Hat Numbers, 19,489 do, Feathers, 1,022 Do, Bugles, Non, Hen. 55 do. Cord and Tasseis.
439 Hosp. Stewards
Cap Wreaths.
23 Knit Drawers.
260 Unif. Opats, Inft.,
BOys.
425 Trowsers, foot, B's.
104 Pairs Bootees, do.
100 Shirts, Flannel, do.
758 Grey Bins Great
Coats, foot.
74 Trowsers, foot

Costs, foot.
74 Trowsers, foot.
136 Trowsers, toot.
Grey Blue.
17 Talmas and Hoods
100 Unif. Costs, Art.

Kersey.

14 Turbans, Zonave.

963 Wall Tent Poles,

1,060 Brass Scales, N. C. S., pairs, 4,10514 Brass Scales, Sergeants, pairs, 100 Scale Buttons, prs. 434 Hosp. Stewards Letters U. 127 Hosp. Stewards Letters 8. Letters 8.
1,542 Scale Sides, pairs,
4,517 Cap Covers,
3,363 Files,
362 Rings for Lt. Art.
Caps, pairs.

Caps, pairs.
21 Red Hair Plumes,
10.08 Pickaxes.
16.825 do, handles
16.825 do, handles
16.826 Axes, felling,
6.089 do, handles,
16.616 do, slings,
18,407 Hatchets,
24,999 do, handles,
19,422 do, slings,
9,656 Spades,
1,44 Shovels,
5,546 Stove-Pipe, pieces
of

2 Camp Color Staffs, 35 Canteen Straps, 06,368 Mess Pana. 26,694 Camp Kettles, 2 Sibley Tents, 47 Wall Tent Files, 3 Marques Tents,

18 Irrons, 2 nave, sets, 15,808 Common do, do, 10,747 Hospital Tent Plus, large, 13,598 Do. do., small, 378,043 Common do., large, 2698 Stoves for Sioley Tests, 108 Stoves for Sioley Tents and Pipe, 37,216 prs. Chevrons, 691,649)2 yds. Worsted Lace, 5 Hat Cords, Ord'ce, 48,372 Leather N'k St'ks. 55,512 Scales, Corp'ls and Privates, prs. 51 Iron Pots, 1,310 Macbine, Sewed bootees, prs. Also, a quantity of irregular and damaged clothing Also, a quantity of irregular and damaged clothing and equipage. Samples of all can be seen at the depot for ten days prior to the sale, and catalogues will be furnished on application at this office, or at the depot, No. 400 Washington street.

Terms cash, in Government funds: ten per cent, down and the balance before the goods are taken from the depot. The goods must be removed from the depot wibin ten days from date of sale, under torfeiture or purchase and the ten per cent, deposited. By order of the Quartermaster-General.

C. G. SAWTELLE,

Bt. Brig.-Gen, and Q'm'r U. S. A. in charge of Depot A. C. and E.

SALE OF UNSERVICEABLE QUARTERMASTER STORES

DEFOT "UARTERMASTER'S OFFICE. WASHINGTON, D. C., October 4, 1887.]

By direction of the Quartermaster-General, a large lot of Quartermaster Stores, rated as unserviceable, will be sold at auction, at Lincoin Depot, under the supervision of Brevet Colonel Asa P. Blunt, A. Q. M., opervision of Brevet Colonel Asa P. Blunt, A. Q. M. ommencing on MONDAY, October 14, at 10 A.M., con-sting in part of 45 Anvils.

113 Brace Bits.
144 Mule Bits.
222 Riding Bridle Bits.
1,166 Wagon Bridles.
153 Anbulance Bridles.
414 Office Chairs.
3,056 H. & M. Collars.
1,046 Wagon Covers.
90 Office Desks.
939 Handsaw Files.
982 assorted Files.

sisting in part of— 72 Chopping Axes and handles. 516 Blankets. 15,060 Carriage Bolts, (1402 15,000 Carriage Bolts, (1402 15.000 Tire Bolts. 215 Bail Buckets. 552 Gum do. 2,152 Breast Chains. 4,280 Halter do. 1,387 Trace do. 111 Hay Forks. 176 sets Lead Mule Har-982 assorted Files, 706 Head Halters and Straps, 300 lbs, Sheet Iron, 494 yards Cocea 84 sets Wheel Mule Har-

ness, 655 feet large fire Hose, 589 feet leather Hose. 39: feet small water do.

ting. 300 joints Stove Pipe. 600 Breeching Rings. 60 McClelian Saddles. 100 Picks.
1,734: 1bs. Manlilla Bope,
50 Cross Cut Saws,
134 Shovels.
1 Iron Safe,
And a large lot of other articles.
Terms—Cash, in Government fur And a large 10t of other articles.

Terms—Cash, in Government funds.

Purchases must be removed within ten days.

J. C. Mofferran,

Deputy Quartermaster-General,

Brevet Brigadler- Gen. U. S. Army.

SALE OF WAGONS (SPRING AND EX-MULES, LIGHT HARNESS, HORSES AND

MULES.

ASSISTANT QUARTERMASTER'S OFFICE, PHILADELPHIA, Oct. 8, 1867.

Will be sold at Public Auction, on account of the United States, at HANOVER STREET WHARF. Philadelphia, on TUESDAY, October 15, 1867, at 11 o'clock A. M., a number of Light and Heavy Express and Spring Wagons, together with a set of Light Harness for the same. Also, at the same time, a number of Horses and Mules.

The Horses. Mules. Wagons, and Harness can be examined daily at the Hanover street what from 7 A. M. to 5 P. M.

The articles to be removed within five (8) days from day of sale.

day of sale,
Terms Cash, in Government funds,
F. J. CRILLY,
10 95t Brevet Colonel A. Q. M., U. S. Army.

PAPER HANGINGS, ETC.

PAPER HANGINGS. NEW ESTABLISHMENT. E. CORNER OF TENTH AND WALNUT.

J. C. FINN & SONS flave opened with an extensive assortment of DECO-

RATIVE and PLAIN WALL PAPERS, embracing every quality to suit all tastes.

LEGAL NOTICES.

ESTATE OF CHARLES ALLMENDINGER. Letters testamentary upon the estate of CHARLES ALLMENDINGER having been granted to the un-dersigned, all persons indebted to the said estate will make payment, and all persons having claims will resent them to
PALMYRA ALLMENDINGER, Executrix,
No. 624 N. SECOND Street
PHILADELPHIA, September 5, 1867. 9 5 th60

GAS FIXTURES.

CALL AND BUY YOUR GAS FIXTURES from the manufacturers,
VANKIRK & MARSHALL,
No. 912 ARCH Street

VANKIRK & MARSHALL, No. 912 ARCH V Street, manufacture and keep all styles of Gas Fixtures and Chandeliers; also refinish old fixtures. VANKIRK & MARSHALL HAVE A COM-VANKIRK & MARSHALL, No. 912 ARCH V Street, give especial attention to fitting up Churches, Public Halls, and Dwellings. PIPE RUN AT

OLD, GILT, AND ELECTRO SILVER-plated Gas Fixtures, at VANKIRE & MAR-SHALL'S, No. 912 ABCH Street. All work guaranteed to give satisfaction. None but drst-class workmen employee. 812d2w mwf3m

GERLACH & KLING, IMPORTERS OF HOCH WINES,

NO. 116 SOUTH STATE STREET. A first-class Restaurant is connected with the Wholesale and Retail Wine House, where patrons may obtain, on accommodating terms, every delicary the market affords. Patronage solicited. #25 am

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all numbers and brands
Tent, Awning, Trunk, and Wagon Cover Dack
Also, Paper Manufacturers' Dries Felts, from one:
several feet wide: Pauling, Behling, Sall Twine, etc.
JOHN W. EVERMAN & CO.
156 (Mo. 103 JOINES, Wileh

RAILROAD LINES,

READING RAILROA
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUBQUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
HE CANADAS

VALLEYS, THE NORTH, NORTHWEST, AND I HE CANADAS
FALL ARRANGEMENT OF PASSENGER TRAINS, MONDAY, September 20, 1867,
Leaving the Company's Depot, at THIRTEENTE and CALLGWHILL Streets Philadelphia, at the following hours—
MORNING ACCOMMODATION,
A17-30.A. M., for Reading and intermediate Stationa Returning, leaves Reading at 6-30.P. M., arriving in Philadelphia at 9-10.P. M.

A4 S-16 A. M., for Reading REXPRESS.
A4 S-16 A. M., for Reading, Express, and S-16 A. M., for Reading, Lebancon, Harrisburg Pottsville, Pinegrove, Tamsaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falla, Buffalo Allentown, Wilkesbarre, Pitston, York, Carlisle Chambersburg, Hagerstown, etc., etc.
This train connects at READING with East Fenn sylvania Railroad trains for Allentown, etc., and the Lebancon Valley train for Harrisburg, etc., at PORT CLINTON with Catawises Railroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cumberland Valley and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chamborsburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 3-30 P. M., for Reading

beriand, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS
Leaves Philadelphia at 2:30 P. M., for Reading Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION
Leaves Potstown at 6:45 A. M., stopping at intermediate Stations; arrives in Philadelphia at 0:45 A. M. Returning, leaves Philadelphia at 5:55 P. M.: arrives in Potstown at 8:00 P. M.
READING ACCOMMODATION
Leaves Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 16:15 A. M.
Returning, leaves Philadelphia at 5:00 P. M.; arrives n Reading at 7:45 P. M.
Trains for Philadelphia leaves Harrisburg at 8:10 A. M., and Pottaville at 8:45 A. M., arriving in Philadelphia at 1:00 P. M., Pottaville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.
Leaves Reading at 7:15 A. M., and Harrisburg at ARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg at

HARRISBURG ACCOMMODATION
Leaves Reading at 7:15 A. M., and Harrisburg as
1:10 P. M. Connecting at Reading with Atternoon
Accommodation south at 6:30 P. M., arriving in Philis
delphia at 9:10 P. M.
Market train, with passenger car attached, leaves
Philadelphia at 12:45 noon for Potaville and all way
stations. Leaves Pottavilleat 7:06 A. M. for Philadelphia and all way stations.
All the above trains run dally, Sundays excepted,
Sunday trains leave Pottaville at 8:00 A. M., and
Philadelphia at 3:17 P. M. Leave Philadelphia for
Reading at 8:00 A. M., returning from Reading at 4:28
P. M.
CHESTER VALLEY RAILROAD, CHESTER VALLEY RAILROAD.

P. M. CHESTER VALLEY RAILROAD,
Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. trains from Philadelphia, returning from Downing town at 6:10 A. M. and 1:00 P. M.
M. and 1:00 P. M.
NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST
Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:00 A. M. and 1:50 and 10:00 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 9 P. M., passing Reading at 4:4 and 1:30 A. M., and 4:50 and 11:15 P. M., and arriving in New York at 10:10 A. M., and 4:40 and 8:20 P. M. Sleepingicars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:11 M.
SCHUYLELL VALLEY RALEOAD.

P. M. Mail train for Harrisburg leaves New Yorl at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pothwille at 7 and 11:30 A. M., and 7:3

P. M., returning from Tamaqua at 7:35 A. M., and 1:3

and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7:30 A. M. for Pinegrove and Barrisburg, and 1:30 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tremont at 7:35 A. M. and 8:25 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 hiorning 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, Tressurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS. General Superintendent, Reading.

COMMUTATION TICKETS

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

MILEAGE TICKETS,

Good for 2000 miles between all points, \$5250 each for families and firms.

EEASON TICKETS.

only, to all points, at reduced rates, companies, companies, to reduced rates, CLERGYMEN
Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS 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.

FREIGHT.

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

FREIGHT TRAINS

and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville. 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 2:15 P. M.

484

DENNSYLVANIA CENTRAL R ILROAD WINTER TIME, TAKING EFFECT OCT. 6, 1867.
The trains of the Pennsylvania Central Railroad leave the Depot, at ThirRTy-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut Streets cars run within one square of the Depot.

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

Sleeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Chesnut streets, and at the Depot. the Ticket one c. A. H. Carlot and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Ordera left at No. 901 Chemnit street, or No. 1 South Eleventh street, will

TRAINS LEAVE DEPOT, VIZ :-Mail Train.
Fast Line and Eric Express.
Facil Accommodation, No. 1.
Harrisburg Accommodation.
Lancaster Accommodation.
Parkesburg Train.
Western Accommodation Train.
Eric Mail.
Cincinnat France. Erie Mail. 700 P. M. Cincinnati Express 500 P. M. Cincinnati Express 500 P. M. Philadelphia Express 11:16 P. M. Paoli Accommodation, No. 2 900 P. M. Accommodation 12:00 P. M. Erie Mail leaves daily, except Saturday. Philadelphia Express leaves daily. All other trains daily, except Sanday. The Western Accommodation Train runs daily, except Sanday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 187 DOCK Street.

TRAINS ARRIVE AT DEPOT, VIZ.—Cincinnati Express 1500 A. M. Cincinati Express
Philadelphia Express
Erie Mail

Paoli Accommodation, No. 1... Parkesburg Train... Lancaster Train.... 7'10 P. M. 9'60 P. M.

TORN C. ALLEN, PORCE Agent,
NO. 901 CHESNUT Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot,
The Pennsylvania Raliroad Company will not assume any risk for Baggage, except for Wearing Apcarel, and limit their responsibility to One Hundred
Dollars in value. All Baggage exceeding that amount
in value will be at the risk of the owner, unless taken by special contract. General Superintendent, Altoona, Pa. DHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE.

Through and direct route between Philadelphia Baitimore, Harrisburg, Williamsport, and the Great oil Region of Fennsylvania.

ELEGANT SLEEPING CARS on all Night Trains on and after MONDAY, April 29, 1867, the trains on he Philadelphia and Eric Railroad will run as bilows:— Mail Train leaves Philadelphia...

" leaves Williamsport... " leaves Willamaport.
" arrives at Erie.
Erie Express leaves Philadelphia.
" leaves Willamsport.
" arrives at Erie.
Elmira Mail leaves Willamsport.
" leaves Willamsport.
" leaves Willamsport.
" Eastward.
Eastward. RAILROAD LINES.

Florence.
At 5 and 10 A. M., 1, 3 30, 5, 6, and 11 30 F. M., for Edge-water, Riverside, Riverton, and Painayra.
At 6 and 10 A. M., 1, 3 30, 6, and 11 30 P. M., for Fish House,
The I and I'm P. M. Lines leave from Market
treet Ferry, upper side,
LINES FROM KENSINGTON DEPOT

VIII leave as follows:—At II A. M., 120 P. M. and 12 P. M. (night), via Kenington and Jersey City, New York Express Lines, Fare, \$3.
At 8, 10-15 and 11 A. M., 230, 330, 430, 8, and 12 P. M., 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. ille and Tullytown. At 8 and 10 15 A. M., 2 30, 4 30, 5, and 12 P. M., for At 5 and 10 15 A. M., 7 30, 4 30, 5, and 12 P. M., for Schencks.

At 10 15 A. M., 2 30 and 5 P. M., for Eddington.
At 7 30 and 10 15 A. M., 2 30 4, 5, 6, and 12 P. M., for Cornwell's, 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.

BELVIDERE DELA WARE RATLEGAD LINES,
From Kensington Depot,
At s A. M. for Ningara Falls, Buffalo, Dunkirk,
Canandalgus, Elmira, Ithaca, Owego, Rochester,
Binghamton, Owego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Strondsburg, Water Gap, etc. etc. At 8 A. M. and 3:30 P. M. for Beividere, Easton. Lambertville, Flemington, etc.
The 230 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlenem, etc.
At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—
At 200 A. M., and 150 and 630 P. M. Washington and
New York Express Lines, via Jersey City, Fare, \$3 25.
The 630 P. M. Line will run daily. All others,

October 7, 1807. WM. H. GATZMER, Agent.

DHILADELPHIA, WILMINGTON AND BAL.

TIMORE RAILEOAD,
TIMORE RAILEOAD,
TIME TABLE,
Commencing MONDAY, September 30, 1867, Trains will leave Depot, corner BROAD Street and WASH-INGTON Avenue, as follows:
Way Mail Train at 8:30 A. M. (Sundays excepted, for Baltimore, stepping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymout, Wilmington, Newbort, Stanton, Newark, Elston, Northeast, Charlestown, Perry, ville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:00 P. M. (dailly) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Sallsbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portemouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11:00 F. M. Train.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1:30, 4:30, 6:00, and 11:36 (daily). P. M. The 4:30 P. M. Train connects with

Wilmington.
Leave Philadelphia at 1'50, 4'30, 6'00, and 11'30 (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 Castle.
Leave Wilmington at 7 and 8 A. M., 4'00, and

Leave Wilmington at 7 and 8 A. M., 4'00, and 6'30 (daily) P. M.
FROM BALTIMORE TO PHILADELPHIA
Leave Baltimore 7'25 A. M., Way Mail, 9'35 A. M.,
Express, 2'15 P. M., Express, 6'35 P. M., Express, 8'35 P. M., Express, 6'35 P. M., Express, 8'55 P. M., Express, SUDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 8'55 P. M., stopping at Havrede-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.
Through Tickets to all points West, South, and Scuthwest, may be precured at the Ticket Office, No. 823 CHESNUT Street, under the Continental Hotel, wherefalso state rooms and betaths in sleeping cars can be secured during the day. Persons norchasing tickets at this office can have their baggageichiecked at their residence by'the Union Transfer Company.

WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
W.NTER ARRANGEMENT.
On and after MONDAY, October 7, 1867, Trains will
leave Depet, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7 5. A. M.,
11 A. M., 230 P. M., 415 P. M., 450 P. M., 6.5 P. M., and

11 A. M., 230 P. M., 415 P. M., 450 P. M., 675 P. M., and 1130 P. M.

Leave West Chester for Philadelphia, from Depo on East Market street, at 525 A. M., 745 A. M., 810 and 1045 A. M., 155 P. M., 455 and 655 P. M.

Trains leaving West Chester at 800 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Jusction and Media only.

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

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 departure.

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

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 depot.

Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and 4 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 7:45 A. M. and 4:50 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 dellars, unless a special contract is made for the same.

HENRY WOOD,
General Superintendent.

PHILADELPHIA, GERMANTOWN, ANI NOBRISTOWN RAILROAD.

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 5, 5%, 610, 7, 8, 8, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 8, 4, 4%, 6, 5%, 7, 8, 9, 10, 11 P. M.
The 8*20 Down Train and 3% and 5% Up Trains will got stop on the Germantown Branch.

The \$20 lown Train and 35 and 5M Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphis 9% A. M. 2, 7, 10% P. M.

Leave Germantown 85 A. M. 1, 6, 9% P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphis 6, 8, 10, 12 A. M. 2, 3M, 5M, 7, 9 and 11 P. M.

Leave Chesnut Hill 716, 8, 940, and 1146 A. M. 140 140, 540, 540, 540, 540, and 1040 P. M.

Leave Chesnut Hill 750 A. M. 2 and 7 P. M.

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

FOR CONSHOHOCKEN AND NORRISTOWN,

Leave Philadelphis 6, 75, 9, and 1106 A. M. 12, 3, 35, 55, 63, 806, and 112, P. M.

Leave Norristown 540, 7, 750, 9, and 11 A. M. 12, 3, 14, 63, and 85 P. M.

ON SUNDAYS,

Leave Philadelphis 9 A. M., 230 and 715 P. M.

194, 634, and 50 ft. ON SUNDAYS,

Leave Philadelphia 3 A. M., 250 and 9 P. M.

Leave Norristown 7 A. M., 650 and 9 P. M.

Leave Philadelphia 6, 7/5, 9, and 11 05 A. M. 11/4, 3, 45, 55/4, 80, 65/4, and 11/5 P. M.

Leave Manyunk 610, 7/4, 820, 9/4, and 11/4 A. M. 2 (3)/4, 5, 5%, 5, and 10/4 P. M.

Leave Manyunk 610, 7/4, 820, 9/4, and 11/4 A. M. 2 (3)/4, 5, 5%, 9, and 10/4 P. M.

Leave Philadelphia 9 A. M. 25/4 and 7/4 P. M.

Leave Manayunk 7/4 A. M. 6 and 9/4 P. M.

W. S. WILSON, General Superintendent, 3

Depot. NINTH and GREEN Streets,

FOR CAPE MAY BY RAILROAD, FROM FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

1. Commencing TUESDAY, September 3, 1887.

4:00 P.M. Cape May, Plussenger.

RETURNING TRAINS LEAVE CAPE ISLAND.

9.00 A. M. Morning Mail.
The SUNDAY MAIL and PASSENGER TRAINS

teaves Philadelphia at 7:00 A. M., returning leaves

Cape Island at 5:00 P. M.

Communication tickets, good for ONE, THREE, or rwelly mouths, can be procured at the Office of the Company, Camden, N. J.

Through tickets can be procured at No. 828 Chesung street (under the Continental Hotel). Personn purchasing tickets at this office can have their baggage checked at their residences.

WEST JERSEN RAILHOAD LINES.

gage checked at their residences.

WEST JERSEY RAILROAD LINES,
from foct of MARK ET Street (Upper Ferry),
Commencing TUISDAY, September 17, 1867.
For Bridgeton, Salem Vineland, Millville, and intermediate stations, 800 A. M., and 330 P. M.
For Cape May 830 P. M.
For Woodbury at 850 A. M., and 330 and 650 P. M.,
Freight Train leaves Camden at 12 M. (noon) daily.
Freight will be received at Second Covered Whart below Walnut street, from 750 A. M. until 550 P. M.
Freight received before 950 A. M. will go forward the same day. same day.
Freight Delivery, No. 228 S. DELAWARE Avenue.
7 M WILLIAM J. SEWELL, Superintendent,

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Manch 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 BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and sher WEDNESDAY, May 8, 1877, Passenger trains leave the New Depot, corner Berks and American streets, daily (sundays excepted), as follows:—At 745 A. M.,—Morning Express for Bethlebem and Principal Stations on North Pennsylvania Railroad, connecting as Rethlebem with Lehigh, Valley Railroad for Allentown, Catananqua, Siatington, Mauch Chunk, Weathorly, Jeanaville, Hazeiton, White Havon, Wilkesbarre, Pitstson, Beraston, and all points in Lehigh and Wyoming valleys: also, in connection with Lehigh and Mahanoy Railroad, for Misanoy City, and with Catawissa Railroad, for Repart, Danville, Milton, and Williamsport. Arrive at Manch Chunk at 1708 A. M.; at Wilkesbarre at 2 P. M.; at Machanoy City at 2 P. M.; at Scranton at 405 P. M., Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 1755 P. M., for Raston, and points on New Jersey Contral Railroad to New York.

At 546 A. M.,—Accommodation for Doylestown, stop-At 8 46 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 1B A. M.—Accommodation for Fort Washington, Stopping at intermediate stations,

At 1 30 P. M.—Express for Bethlehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanow City, Centralis, Shenandoah, Mount Carmel, Pittston, Scranton, and all points in the Mahanow 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 takes for Sumneytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all recommodation for Doylestown, allege at Doylestown for New Hope; at North Wales for Sumneytown.

stage at Doylestown for New Hope; at North Wales for Sumneytown,
At 4 P. M.—Accommedation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington; for Lumberville at Doylestown.
At 5 29 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.
At 6 29 P. M.—Accommodation for Lansdale, stopping at all intermediate stations. ing at all intermediate stations.

At 11:30 P. M.—Accommodation for Fort Wash-

At 11:30 P. M.—Accommodation for Fort Washington.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 9:15 A. M., 2:05 and 3:40 P. M.
2:05 P. M. train makes direct connection with Lebight
Valley trains from Easten, Wilkesbarre, Mahanor
City, and Hazleton. Passengers leaving Easten at
11:20 A. M. arrive in Philadelphia at 2:05 P. M.
Passengers leave Wilkesbarre at 1:30 P. M., connect
at Bethlehem at 6:15 P. M., and arrive in Philadelphia
1:10 P. M.
From Devisatown at 8:25 A. M. 5:10 P. M. and

From Doylestown at 825 A. M., 540 P. M., and
40 P. M.
From Lansdale at 730 A. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 205 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 920 A. M.
Philadelphia for Doylestown at 245 P. M.
Doylestown to Philadelphia at 720 A. M.
Bethlehem to Philadelphia at 720 P. M.
District of Philadelphia at 430 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.
Tickets must be procured at the Ticket Office in
order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets solo and Baggage checked through to prin-

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

No. 105 S. FIFTH Street, THILADELPHIA AND BALTIMORE CEN-

DHILADELPHIA AND BALTIMORE CENS
TRAL RAILROAD.—Summer Arrangements.
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 CHESNUT Streets (West Philadelphia), at 715 A. M. and 450 P M.

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

A Market Train, with Passenger Car attached, will
run on Tuesdays and Fridays, leaving the Bising Sun
at 11°15 A. M., Oxford at 12°00 M., and Kennett at 1'06
P. M., connecting at West Chester Junction with a
Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2°30 P. M., runs
ing 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 Afteracon 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,
HENRY WOOD General Sup't.

ENGINES, MACHINERY, ETC.

PENN SIEAM ENGINE AND PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILER-MAKERS, ELACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively being aged in building and repairing Marine and River Engines, high and low-pressure, from Boilers, Water Tanks, Propellers, etc. etc. respectfully offer their services to the public as being fully prepared to conaervices 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 ahoriest notice. High and Low-pressure Fina. Tubular, and Cylinder Boilers, of the best Pennayivania charcoal iron. Fergings of all sizes and kindarion and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

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

anteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in periods asiety 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. JAY, UGHAN MERBICK, WILLIAM B. MERRICE

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Works, Workshops, and Raliroad Stations, etc.
Retorts and Gas Machinery, of the latest and most improved construction.
Every description of Plantation Machinery, and Sogar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, etc.

gines, etc.

Bole Agents for N. Billeux's Patent Sugar Boiling
Apparatus, Neemyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine. BRIDESBURG MACHINE WORKS

No. 55 N. FRONT STREET,
PHILADELPHIA
We are prepared to fill orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLLESS
Including all recent improvements in Carding, Spining, and Weaving.

We invite the attention of manufacturers to our ex-

tensive works.

ALFRED JENES & SOM STEAM ENGINE MANUFACTURED BY "CORLISS," Providence. Size of cylinder, inch diameter by 48 inch stroke-about one hundred and ien horse power. Apply to and len horse power. Apply to
9 25 26t]
Cor. of WOOD and TWENTY-FOURTH Sts., Phile;

FITLER, WEAVER & CO., MANUFACTURERS OF Man Ila and Tarred Cordage, Cords Twines Etc.

No. 28 North WATER Street, and No. 25 North DELAWARE Avenue; EDWIN H FITLER, MICHAEL WEAVER, CONRAD & CLOTHIER. \$145

O B N E X C H A N G M N. E. Corner of MARKET and WATER Streets. Philadelphia.

DEALERS IN BAGS AND BAGGING
Of every Description, for
Grain, Flour, Balt, Super-Phosphate of Lime, Some
Dust, Rtc.
Large and small GUNNY BAGS constantly on hand
2 241 Also, WOOL BACKS.
JOHN T BAILEY.

JOHN CRUMP, CARPENTER AND BUILDERS SHOPS: NO. 215 LODGE STREET, AND NO. 1733 CHESNUT STREET,

GARDNER & FLEMING.

FO. S14 SOUTH FIFTH STREET, New and Second-hand Carriages for sale. Pag signlar attention paid to repairing 530 8mg