The Relics of "Dotheboys" Hall. THE PROVINCIAL "CHEAP BOARDING-SCHOOLS" IN ENGLAND.

The London Daily News Bays:-"It is possible that many more months, if not years, may elapse before a definitely organized scheme of national education can be completed and brought into general use. The first blue-book 'On the Education of the Lower Orders' dates from the year 1819. Educational inquiries were frequent during the reign of George IV, and the system pursued in the parochial and burgh schools of Scotland was minutely contrasted with the antiquated and effete English grammar-schools and the disgraceful 'charter schools' of Ireland. But it was between 1830 and 1840 that educational investigations-which had received a fresh impetus by the Reform movement-attracted an amount of public attention hitherto unknown. 'National schools,' socalled, sprang up all over the kingdom. 'British and Foreign schools' multiplied; prosperons tradesmen boasted that they would pay no more than threepence a week for their children's schooling, and Eton and Harrow were for a time thrown into the shade by King's College and the school in Gower street. From 1840 to 1850 educational agitation languished, but within the last decade and a half the sub-ject has continued to be almost incessantly discussed.

"Mr. Bryce, one of the Assistant Commis-sioners in the recent inquiry—the reports of which are in themselves a good-sized libraryhas published some curious statements regarding what are termed "cheap" boardingschools, and his evidence may be studied with considerable profit by those who would add to their stock of information. Lancashire appears to be now the chosen county for 'cheap' schools. Those 'Yorkshire' schools, the very mention of which reminds us at once of Dotheboys Hall and Mr. Wackford Squeers, appear to be well nigh extinct. The cheap Lancashire school is generally placed in the country, or in some small town, partly because houserent is lower there than in the large centres of population, partly for the sake of seclusion. 'An unfriendly observer,' Mr. Bryce rather maliciously remarks, might say that these schools were fixed in out-of-the-way places 'for the sake of secresy.' In the opinion of the Assistant Commissioner, they are not primarily places of teaching, but places of ledging and feeding. Lazy or unmanageable boys, children who are wholly or partially orphans, or whose parents are abroad, are consigned to these dismal receptacles in order to get them out of the way.

Mr. Bryce might have added that the 'cheap' boarding-school offers a convenient opportunity for the disposal of illegitimate children. The average cost of board and education at these schools is stated at twenty-five guineas a year, for which sum, Mr. Bryce contends, a private school-master cannot give good food, comfortable accommodation, and a thorough plain education. If the Assistant Commissioner had taken the trouble to glance at the advertisement columns of the newspaper he would have found that a thorough education and 'food unlimited' are frequently offered for twenty, and even for sixteen pounds a year. At one school visited by Mr. Bryce the master admitted that the staple article in the dietary of his boys was bread, and he exhibited some of his loaves, pressing them with his thumb to show their elasticity. In his prospectus he advertised 'an unlimited supply of the best provisions.'

"The official inquirer, however, sees no reason to assume that boys in these cheap schools are beaten or ill-treated; at least, he naively adds, 'one hears of no cases of starva-tion.' Still, the 'cheap' school-boy is miserably lodged. One chamber inspected by the have dressed and undressed standing on their wretched pallets. In other instances the overerowding was quite as ruthless, and the bels were shockingly dirty. Mr. Bryce found many 'cheap' schoolmasters who were themselves ntterly incompetent to teach, but who expected to get a good usher for thirty pounds a year with board and lodging. On testing the qualifications of the boys in one 'cheap' school, it was found that of history or geography the pupils 'had no rational idea.' The clumsiness and inaccuracy of their ciphering bore witness to bad and stupid teaching.

"As regards the discipline, Mr. Bryce confesses that he lacks trustworthy information. The boys, he says, look cowed, feeble, and de-'Whether it is want of air,' he continues, 'that makes them paie, or the want of a fresh vigorous life in this isolation where they are kept, always pretending to learn, yet feeling, if they have any sense, that the whole thing is a sham, or whether they are naturally poor specimens of boyhood, sent away from home on that account, certain it is that there is something almost painful about the aspect of boys in these places-no color in their cheeks, no animation in their answers, no glee in their sports.' Mr. Bryce admits, in conclusion, that he would have given a great deal to have ten minutes private converse with these pallid and dejected lads, or with some discontented usher, who might have revealed the secrets of the prison-house.' It may be hinted parenthetically, however, that the revelations of 'discontented ushers' are not always to be trusted.

"Such is the not very rose-tinted picture drawn by a state official of the 'cheap' boarding-schools of provincial England. In a bad form he believes these establishments to be not uncommon; in their worst form Mr. Bryce is glad to think that they are rare, but he contends that they should be impossible. A little philosophy is requisite as a corrective to Mr. Bryce's virtuous indignation. The 'cheap' boarding-school will not be 'impossible' so long as parents are footish or stingy enough to expect that for a paltry pittance of twenty or twenty-five pounds a year their children can be thoroughly taught, comfortably lodged and abundantly fed. The supply of inferior boarding-schools only keeps pace with the demand; and so long as parents choose to live ostentatiously, and to spend on their own pleasures the meney which should be devoted to the education of their children, so long will boys and girls be packed off out of the way to cheap and nasty schools. "Meanwhile we are glad to perceive that

Mr. Bryce acquits the conductors of these establishments of positive ornelty to the forlorn little fellows entrusted to their keeping. School cruelty, indeed, seems to be dying out, and it is mainly those public schools, to which the Assistant Commissioner gives so marked a preference over private establishments, that preserve two disgraceful relies of barbarismflogging and fagging. There is much that is to be commended in our public school system, which certainly makes boys healthy and manly, if it does sometimes turn them out complete dunces; but we must deprecate the somewhat feverish tendency displayed by certain educational reformers to exalt public deools, and to disparage all private ones. In can be of the 'cheap' boarding-places little said; but the blame of their existence lies les that of the door of the teachers than at that of geedy and parsimonious parents.

Nor should it be forgotten that all private boarding-schous are not 'cheap and nasty.' for we may affirn that in many private establishments of the

blishments of the most respectable kind, boys

and girls are thoroughly taught, comfortably housed, and unsparing 7 fed.

Science and Orthodoxy in Prussia.

The London Star says: -"A very pretty little quarrel between science and orthodoxy seems to be at present agitating the people of Barun. It is hardly necessary to tell our readers that in the capital of Prussia science is strong, orthodoxy of the most old-fashioned kind is strong, philosophy is strong, and a neo-evangelism which aims at reconciling all and bringing them to complete unity is also strong. Therefore, there are in such a city materials much more complete for a controversy between science and orthodoxy than would be found in most great towns, say of England, where the extreme of both riews would be probably left to have the fight all to themselves, and the general public would re-main utterly unconcerned. At the present moment, then, the municipality of Berlin, taking up the cause of a certain body of the olergy-a certain school, perhaps, we should rather say-seem to have come into direct and somewhat angry collision with another great section of the clergy, whose orthodox views are of the most rigid character.

"About the close of last autumn, at the synod of the principal evangelical diocese of Berlin, a pastor named Lisco read a lecture or report on the state of faith and morals in the locese. In this report the reverend gentleman branched out into a panegyric on natural science, which he declared had banished, without possibility of return, even among those who called themselves most orthodox, the ideas of the universe, which people formerly supposed they extracted from the Bible. A sharp controversy sprang up then and there, in which one young pastor of another Berlin church specially distinguished himself by the rigor of his uncompromising orthodoxy. To this latter Lises addressed a question which seems to have furnished the keynote or motto of the controversy. Be lieving, doubtless, that he was about to propound reductio ad absurdum, Lisco asked:-Do you believe that the earth is fixed in the centre of the universe, and that the sun goes round it?' 'Yes,' was the indignant reply, 'I do believe it. My faith requires no other guide than the Bible.' Why the orthodox believer was not called on to point out any passage in the Bible which suggests that the earth is fixed in the middle of the universe, and that the sun goes round it, we are unable to guess. From that time, however, began the controversy.

"The Rev. Lisco published a report of his lecture, and of the debate which followed, including, of course, the speech of his foremost adversary. He followed this up by a pamphlet, expressing, it is said, with unmistakable clearness, his views on miracles and the Mosaic cosmogony. We have not read the publication, and do not even know what are the precise views it expressed. But the clergymen who had condemned its utterances in the synod hastened to publish a formal declaration against him and his supporters. A solemn protest, signed by twenty-one pastors of Berlin churches, declared that the utterance or sanction of such doctrines implied retraction of the pastoral vows of those who expressed them, and that the pulpits of evangelical churches ought not to be open to such persons.

"On the other hand, the Protestant Associ ation, the body representing what we may call the newer school of evangelicism in Germany, and which holds its meetings periodically in all the principal German cities, declared against the protest, and against those who would suppress the free Protestant spirit of inquiry. A great number of the municipal deputies of Berlin took up the quarrel, alarmed about the religious superintendence of their schools, if left, says the account we have been reading, 'in the hands of men who profess to believe that the sun goes round the historian, Von Raumer, in which the writer remarked that the inquisitor who imprisoned Gallleo might well have rejoiced could he have known that more than two centuries later his judgment would receive from the mouth of an evangelical pastor in the intellectual capital of North Germany a striking and surprising confirmation.

"The municipal assembly finally adopted a formal declaration against the too rigid orthodoxy of some of the clergy, and begget the magistracy of Berlin, as patrons of the churches and schools, to protect the religious and scientific instructions of the city against the pre-Galileo theory. However one may sympathize with the course taken by the municipal body, it would be impossible not to smile, as we are told that the Berlin public generally did, when we read in their protest a formal record of their conviction that the earth moves round the sun. On that same day the Pastoral Conference of Berlin, presided over by the highest ecclesiastical dignitary of the city, adopted a declaration against the freethinking section of the Church, and while expressing no opinion on the astronomical question collaterally raised, denounced the Protestant Association as entertaining ideas incompatible with the full recognition of the Scriptures as the sole and only authority and guide of belief and life.

"So we understand the controversy now rests. It is not unlikely that it may result in some modification of the system of Church government in Berlin, at all events, and some alteration in the relationship which exists between the Church and the schools.

PAINTED PHOTOS.

NEW THING IN ART .-BERLIN PAINTED PHOTOS.

A. S. ROBINSON,

No 9 o CHESNUT Street, Has just received a superb collection of BERLIN PAINTED PHOTOGRAPHS OF

FLOWERS. They are exquisite gems of art, rivalling in beauty, naturalness of tint, and perfection of form a great variety of the choicest exotic flowering plants. They are mounted on boards of three sizes, and sold from 25 centa to \$3 and \$1 each. For framing and the album they are incomparably

PROPOSALS.

DEPARTMENT OF PUBLIC HIGHWAYS-

DEPARTMENT OF PUBLIC HIGHWAYS—
Office No. 194 S. FIFTH Street.

PHILADELPHIA. July 9, 1888,

NOTICE TO CONTRACTORS.

Scaled proposals will be received at the office of the Chief Commissioner of Highways until 12 o'clock M., on MONDAY, the 18th Inst. for the construction of a Sewer on the line of Main street from Conton street to Shorr's lane, to be constructed of brick, circular in form, with an inside diameter of three feet, in accordance with plans and specifications to be prepared by the Department of Surveys which will be stricily adhered to with such man-holes as may be directed by the Chief Engineer and Surveyor. The understanding to be that the Contractor shall take bills prepared against the property fronting on said sewer to the amount of one collar and twenty-five cents for each lineal foot on each side of the street as so much cash paid; the balance, as limited by Ordinal ce to be paid by the City.

When the street is occupied by a City Passenger Railroad track the sewer small be constructed alongside of said track in such manner as not to obstruct or interfere with the sair passage of the cars thereon; and no claim for remuneration shall be paid the Contractor by the Company using said track, as specified in Act of Assembly, approved May S. 1866.

All bidders are invited to be present at the time and place of opening the said Proposals. Each proposal will be accompanied by a certificate that a bond has occur in the Law Department as directed by ordinance of May 25, 1869. If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held lished on his bond for the difference between his bid and the rext highest bid. Specifications may be hed at the Department of Surveys, which will be strictly adhered to.

MAHLON H. DICKINSON,

FINANCIAL.

POPULAR LOANS.

UNION PACIFIC RAILROAT

FIRST MORTGAGE BONDS

At 102,

And Accrued Interest.

CENTRAL PACIFIC RAILROAD

FIRST MORTGAGE BONDS

At 103,

And Accrued Interest.

Bonds on hand for immediate delivery.

Full Reports, Maps, Etc., farnished upon application.

DE HAVEN & BRO..

No. 40 SOUTH THIRD STREET.

PHILADELPHIA

660 MILES

DF THE

UNION PACIFIC RAILROAD

Are now finished and in active operation. One hun dred and twenty inties have been built to the last three montes. More than twenty thousand men are employed, and this average of forty miles per mouth will be continued throughout the season, making NINE BUNDRED COMPLETED MILES by January 1, and it is now probable that the ENTIRE GRAND LINE TO THE PACIFIC WILL BE OPEN FOR BUSINESS IN 1863, No other first-class railroad in the world has been

puilt and equipped so rapidly as the Union Pacific

ACROSS THE CONTINENT.

The United States Government makes of this rallroad a GREAT NATIONAL WORK, and aids its construction by very liberal grants of money and o ands. To further insure the speedy completion of the Road, the Company are authorized to Isaue their

FIRST MORTGAGE BONDS.

Having thirty years to run, and having interest coupons payable semi-annually at the rate of six per cent, in gold. The principal, as well as interest, is

PAYABLE IN GOLD.

The Mortgage Bonds of nearly all other railreads In this country, are payable, principal and interest, in currency, and it is asserted, without fear of contradiction, that no other rallroad company in the worldbuilding so great an extent of road, issue bonds of equal value with the First Mortgage Bonds now offered for sale by the Union Pacific Railroad Co. The price of these Bonds is now 102, and accrued interest from July 1, in currency. The Company be. lieve that at this price their Bonds are the

Safest and most Profitable Investment

In the market, and they confidently expect that they will shortly command a higher premium than any

similar security. The Company reserve the right to advance the price at any time and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's office before the time of such advance.

DE HAVEN & BROTHER. No. 40 S. THIRD Street,

Subsc. iptions will be received in Philadelphia by

W. PAINTER & CO.,

No. 36 S. THIRD Street,

AND IN NEW YORK AT THE COMPANY'S OFFICE,

No. 20 NASSAU Street,

AND BY

JOHN J. CISCO & SON, BANKERS,

No. 59 WALL Street, And by the Company's advertised Agents throughout

the United States. Remittances should be made in drafts or other funds par in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents will look to them for their

safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Boxus, which will be sent free on application at the Company's offices or to any of the advertised Agents,

JOHN J. CISCO, TREASURER, [51 fmw tfl New York. July 2, 1868,

CITY OF PITTSBURG WATER WORK SEVEN PER CENT. BONDS,

FOR SALE BY

WHELEN BROTHERS. No. 105 South THIRD Street. FINANCIAL.

SMITH, RANDOLPH & CO.

PHILADELPHIA AND NEW YORK,

DEALERS IN

GOVERNMENT SECURITIES

7-30s converted into 5-20s

STOCKS AND GOLD Bought and Sold on Commission.

Sovereigns, Napoleons, and all Foreign Gold and Silver Bought and Sold.

Collections made with prompt returns.

Agents for the Union and Central Pacific Railroad First Mortgage Bonds.

SMITH, RANDOLPH & CO., No. 16 South THIRD Street, PHILADELPHIA.

FIRST MORTGAGE BONDS

The Union Pacific Railroad Co.,

Central Pacific Railroad Co.,

Paid at the Banking House of

WM. PAINTER & CO.,

No. 36 S. THIRD Street,

PHILADELPHIA,

Who have the Pacific Bonds on hand for immediate delivery.

New Descriptive Pamphlets, with Map, furnished without charge, on application.

EHICH VALLEY ALSO, SHIRTING, PILLOW-CASE AND SHEET RAILROAD COMPANY'S

MORTGAGE BONDS, DUE IN 1898.

\$5,000,000.

With Interest at Six Per Cent., Payable on the First Day of June and December of each year,

FREE FROM STATE AND UNITED STATES TAXES.

These Bonds are secured by mortgage on the folowing Rai reads belonging to tom Company, namely, the main line from Philipsburg. New Jersey, through Mauch Chunk to Wilkesbarre, Pennsylvania, 101 miles; the Beaver Meadow branch, 17% miles, and the Let igh and Mahanoy branch, 42% miles, making a total of 161 miles of road, including 78 miles double track, equal, with sidings, to 309 miles of single track. tegether with all lands, bridges, work-shops, machinery, depous, engine houses, and buildings thereunto belonging, and all rolling stock, tools, imple ments, and materials belonging to this Company, in use on the said Railroads.

This mortgage is a first lien on all of the abov Roads, except 45 miles, from Easton to Mauch Chunk on which it is preceded by a mortgage for \$1,500,000 due in 1878, the Bonds of which are exchanging, as fast as presented, for the present issues; those not presented until maturity are to be paid out of the present loan, making it a first morigage on the abovementioned property.

\$1,000,000 OF THESE BONDS, Either Coupon or Registered.

Are offered at ninety-five per centum, with interest from the day of sale, free from State and United States' taxes.

CHARLES C. LONGSTRETH, Treasurer, Office of the Lehigh Valey Railroad Campany, 7 1 Im No. 393 WALNUT Street, Philadelphia,

COLD BOUGHT.

DE HAVEN & BRO.,

No. 40 SOUTH THIRD ST.

SEVEN PER CENT. MORTGAGE BONDS Of the Pennsylvania and New York Canal and Rallroad Company, Guaranteed, Principal

Lehigh Valley Railroad Company, For Sale at 95, and Interest from June 1. C. & H. BORIE,

and Interest, by the

No. 8 MERCHANTS' EXCHANGE. BOWEN & FOX, (25 lmrp No. 13 MERCHANTS' EXCHANGE. FINANCIAL.

BANKING HOUSE

JAY COOKE & O.

PHILADELPHIA.

Dealers in all Government Securities.

A Liberal Difference allowed.

Interest Allowed on Deposits.

on Commission.

R. GLENDINNING, JR.

Compound Interest Notes Wanted.

COLLECTIONS MADE, STOCKS bought and sold

Special business accommodations reserved for

CLENDINNING & DAVIS.

Stock and Gold Brokers

QUOTATIONS OF NEW YORK STOCKS

THE SAFE DEPOSIT CO.

For Safe Keeping of Valuables, Securi-ties, etc., and Renting of Safes.

DIRECTORS

DIRECTORS

C. H. Clarke,
John Welsh,
DFFICE, NO. 421 CHESSUT STREET,

DIRECTORS

A. Caldwell
Geo. F. Tyler.

N. B. BROWNE, President, C. H. CLARK, Vice-President, R. PATTEESON. Sec. and Treasuret 115 wims

DRY GOODS.

LADJES ABOUT TO LEAVE THE

city for their country houses or the sea-shore,

will find it greatly to their advantage, before pur-

The Extensive Stock, at Greatly Reduced

Prices, of

E. M. NEEDLES & CO.,

No. 1101 CHESNUT STREET.

GIRARD ROW.

Comprising a complete assortment for personal or

LACES, EMBROIDERIES HANDKEROHIEFS

PUFFED REVERED AND TUCKED MUS-

LINS, CAMBRICS, JACONETS,

PIQUES, and WHITE GOODS.

in every variety.

VEILS AND VEIL MATERIALS of every description, together with an extensive assortment of

HOUSEHOLD LINENS,

AT TEMPTING PRICES

In every width and quality.

SHIRTING, PILLOW-CASE, SHEETING, & TABLE

LINENS, NAPKINS, DOVLIES, FLANNECS,

DIMITIES FOR SPREADS, AND FURNI-

TURE COVERS, MARSEILLES, HO-

NEYCOMB, AND OTHER SPREADS,

TOWELS AND TOWELLING IN

DAMASK AND HUCKABACK,

ING MUSLINS.

E. M. NEEDLES & CO.,

No. 1101 CHESNUT STREET.

IMPORTER AND DEALER IN

LINEN AND HOUSE-FURNISHING DRY GOODS

Takes this opportunity to return his thanks to the Ladies of Philadelphia and surrounding districts for

their liberal patronage, and begs to inform them that,

FOR THE ACCOMMODATION OF FAMILIES

RESIDING IN THE WESTERN PART OF

THE CITY HE HAS OPENED HIS

NEW STORE,

NO. 1128 CHESNUT STREET.

TWO DOORS BELOW TWELFTH.

His long experience in Linen Goods, and his facili-ties for obtaining supplies

DIRECT FROM EUROPEAN MANUFACTURERS, et able him at all times to offer

THE BEST GOODS AT THE LOWEST PRICES.

The OLD STORE, S. W. corner SEVENTH and CHENUT. will be kept open as usual. 46 mwsm

CAPE MAY STEAMER.

of passengers, G. H. HUDDELL.
CALVIN TAUGART.
Office—No. 88 N. DELAWARE Avenue. [6 301

SHIPPING

FOR CHABLESTON DIRECT, —THE
Steamship PROMETHEUS is now loading
at the pell wharf, foot of WALNUT Street, and will
positively said BATURDAY next, lith instant, at 10
o'clock A.M. For freight, apply to
E. A. SOUDER & CO.,
7744 No. 3 DOCK Street Wharf.

WOODLANDS CEMETERY COMPANY.

FITLER, WEAVER & CO.,

MANUFACTURERS OF

MANILLA AND TARRED CORDAGE, CORDS

TWINES, ETC.,

No. 28 North WATER Street, and

PHILADELPHIA.

UNITED STATES REVENUE STAMPS,—
Principal Depot, No. 304 CHESNUT Street.
Central Depot, No. 306 South FIFTH Street, one door
below Chesnut. Established 1862.
Revenue Stamps of every description constantly or

hand in any amount.

Orders by Mail or Express cromplly attended to

EDWIN H. FITLER, MICHAE CONRAD F. CLOTHIER

No. 22 North DELAWARE Avenus.

MICHAEL WEAVER.

FOR CAPE MAY

NEW JAMES M'MULLAN,

GIRARD ROW-

BLE COVERS, EFO.TA.

chasing elsewhere, to examine

NO. 45 SOUTH THIRD STREET

ALWAYS ON HAND, 4 25 89

JOHN H. DAVIS

Nos. 112 and 114 South THIRD Street,

Old 5-20s Wanted in Exchange for New-

SHIPPING.

STEAM TO LIVERPOOL, CALLING
AT QUEENSTOWN.
The luman Line, under contract with the United States and British Governments, for carrying the Malls.

NORTH AMERICAN STEAMSHIP Through Line to California via Panama Railroad, NEW ABRANGEMENT. from New Yo k on the 5th and 20th of MONTE, or the day before when these dates

FVERT MONTH, the by any other line.

Presuge hever then by any other line.

For information address.

Pier No. 6. NORTH BIVER New York,

Or THOMAS R SEARLE.

No. 217 WALNUT STREET HINDER AND A VICE Presudent, that DANA, VICE Presudent, the Commence of the C

PASSAGE TO AND FROM GENAT
BRITAIN AND INCLUMB
BY STRAMSHIP AND SAIL NG PA KLT,
AT REGICED HAVES
DRAFTS AVAILABLE THREUGHOUT FNGLAND, IRECAND, SCOTLAND, AND WALES,
FOR PARTICULAR PURPLE TO
TAP-COTT, BROTHERS & CO.,
NO. 26 SOUTH Street and No. 26 BROAS WAY,
OF to TH. M*S T. SEARLS,
11 OF to TH. M*S T. SEARLS,

NEW EXPRESS LINE TO ALEXsandria, teorgetown, and Washington
D. C. via Chesspeake and Delawere that with connections at Alexandria from the most direct route
for Le networg, Briston, Knoxville, Nashville, Datton
and the Scuthwest.
Steamers leave regularly from the first wharf a 19"6Market atreet.
Freight received daily, WM, P. CLYDE & CO.,
No. 14 North and South Wharves.
J. R. DAVIDSON, Agent at Georgetown.
M. ELDRIBGE & Co., Agents at Alexandria, Virgilia.

THROUGH IN 24 HOURS,
Goods forwarded by all the lines going out of New
York, North, East, and West, free of commission,
Freghts received at our usual low rates,
William F. C. YDE & CO., Agents,
No. 118, WHARVES, Philadelphia,
JAMFS HAND, Agent.
South, New York,
Philadelphia,
JAMFS HAND, Agent.
DOI: 10 WALL Street, corner of South, New York,
Philadelphia,
Doi: 10 WALL Street, corner of South, New York,
Philadelphia,
Doi: 10 WALL Street, corner of South, New York,
Philadelphia,
Doi: 10 WALL Street, corner of South, New York,
Philadelphia,
Doi: 10 WALL Street, corner of South, New York,
Philadelphia,
Doi: 10 WALL Street, corner of South, New York,
Philadelphia,
Doi: 10 WALL Street, corner of South, New York,
Difference of South, New York,

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

At poon, from FIRST WHARF above MARKET At noon, from FIRST WHARF above MARKET Siret.

TO ROUGH RATES and THROUGH RECEIPTS to all points in North and Sou h Carolina, via seaboerd air Line Railroad, concecing at Portsmonth and to Lyochburg, Va., Tenness-e and the West, via Viginia and Tennessee Air Line and Riomnond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity safety, and cheapness of this route commend it to the routic as the most desirable medium for carrying every description of freight.

No charge for commission, drayage or any expense of transfer.

Steamships insured at lowest rates.

Freight received daily.

WILLIAM P. CLYDE & CO.,

W. P. PORTER, Agent at Richmond and City Point

T. P. CROWELL & CO., Agents at Norfolic, 615

Point T.P CROWELL & CO., Agents at Northir. #11 FOR NEW YORK—SWIFT-SURE Transportation Company Despatch a a Switz sure Lines, via Delaware and Raritan Canal, on and after the 18th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Exstern lines Eastern lines,
For freight, which will be taken on accommodating
WILLIAM M. BAIND & CO.
IN NO. 1378. DELAWARE Avenue.

LORILLARD'S OUTSIDE LINE FOR NEW YORK,
GREAT REDUCTION IN FREIGHTS,
Goods by weh ht, 10 cents per 100 lbs . gross,
Measurement goods, 4 cents per cubic toot,
Freights received at all times, and insurance guaranteed at three-eighths per cent. LORILLARD'S OUTSIDE LINE For further information, apply to JOHN F OHL,

Fier 19 North Wharves. IVERPOOL AND GREAT WESTERN STEAM
COMPANY.
The following FIRST CLASS IRON STEAMSHIPS,
built expressly for the New York trade, are intended
to sail regularly between NEW YORK and LIVERPOOL, calling at QUEENSTOWN, VIE:

MANHATTAN, MINNESOTA,
COLORADO,
with other first-class steamers building.
From Pier No. 3: East River.
Cabic (the accommodations being equal to any Atlingle steamer), 180, gold; return tickets, \$160, gold; in
\$160.000, \$250.0000, I VERPOOL AND GREAT WESTERN STEAM

sage apply to WILLIAMS & GUION, No. 71 WALL Street. For steerage passage to WILLIAMS & GUION, No. 29 BROADWAY.

STEAMBOAT LINES.

BRISTOL LINE BETWEEN NEW YORK AND BOSTON, VIA BRISTOL.

For PROVIDENCE, TAUNTON, NEW BEDFORD-For PROVIDENCE, TAUNTON. NEW BEDFORD-CAPE. COD, and ail points of railway communication. East and North.

The new and aplendid steamers BRISTOL and PROVIDENCE, leave Pier No. 40 NORTH RIVER, foot of cansistreet, adjuding bebrasses street Ferry. New York, at 5 P. M., daily, sündaya excepted, connecting with steamboat train at Bristol at 430 A. M., arriving in Beston at 6 A. M., in time to connect with all the morning trains from that city. The most destraite and pleasant route to the White Mountains. Travelters for that point can make direct connections by way of Providence and Worcester or Boston.

State-rooms and Tickets secured at office on Pier in New York.

615m H. O. BRIGGS, General Manager. DATUESDAYS, THURSDAYS, and BAIURDAYS, and BAIURDAYS,
The splendid new steamer LADY OF THE LAKE, Capiain INGRAM, leaving Pier 19 above Vine street, every Tuesday, Thursday, and Saturday at 945 A. M., and returning from Cape May on Monday, Wednesday, and Friday,
FARE......\$25, including Carriage Hire,
Servalts...\$150,
Children...\$150,
Season Tickets, \$10, Carriage Hire extra
The Lady of the Lake is a fine sea-boat, has handsome attate-room accommodations, and is fitted up with everything necessary for the salety and comfort of passengers,
GH, HUDDELL.
CALVIN TAGGART. On TUESDAYS, THURSDAYS, and

OPPOSITION TO MONOPOLY !! From Chester and Hook to Wilmington, 13c,
From Chester and Hook to Wilmington, 13c,
KUUND TRIP TICKETS, 39 CENTS,
For further particulars inquire on board,
KUND TRIP TICKETS, 30 CENTS,
For further particulars inquire on board,
L. W. BURNS,
Captain,

FOR CHESTER, HOOK, AND WILMINGTON—At 8 30 and 9 50 A. M.

The steamer S. M. FELTON and ARIFL leave CHESNUT Street Wharf (Sundays excepted) at 8 36 and 9 50 A. M., and 2 50 P. M., returning leave Wilmington at 6 50 A. M., 12 50, and 3 50 P. M. St. pping at Chester and Hook each way.

Fare, 10 cents between all points.

Excursion tickets, 15 cents, good to return by either boat.

6 3 17

W OODLANDS CEMETERY COMPANY.
The following Managers and Officers have been elected for the year 1883;—
Wm. H. Moore,
Samuel S. Moon,
Gibtes Ballett,
Edwin Greble,
Fecritary and Treasurer—JOS B. TOWNSEND.
The Managers have passed a resolution requiring both Lothelders and Visitors to present tickets at the entrance for admission to the Cemetery, Tickets may be had at the Office of the Company, No 812 ARCH Street, or of any of the Managers.

722 PHILADELPHIA AND TRENS
ton Steamboat Line,—The Steamboat
Fow IN FORREST leaves ARCH Street Wharf, for
Trenton, stopping at Tacony, Torresdate, Beverly,
Burlington, Bristol, Florence Robbins' Wharf, and
white Hill. White Hill.

L aves Arch Street Whar! Leaves South Trenton.

Saturday, July 11. 5½ A.M. Saturday, July 11. 9 A.M.

Sunday, July 12. to Burnington Brasiol, and interamediate landings, leaves Arch street wharf at 8 A. M.

Monday, July 12. 6½ A.M. Monday, July 13, 10 A.M.

Monday, July 13. 6½ A.M. Monday, July 13, 10 A.M.

Tuesday, 14, 7½ A.M. Tuesday, 14 11½ A.M.

Wed'day, 15, 12 M.

Thursday, 16, 10 A.M. Wed'day, 15, 12 M.

Friday, 17, 10 A.M. Friday, 17, 2 P.M.

Fare to Trenton, 40 cents each way; intermediate places, 26 cents.

DAILY EXCURSIONS.—THE aplendid steamboat JOHN A. WAR-NER. leaves CHESNUT Street Wharf, Philada, at 2 o'clock and 5 o'clock P. M., for Burlington and Bristol, touching at Riverton. Torresdale, Andaiusla, and Beyerly. Beturning, leaves Bristol at 7 o'clock A. M. and 4 P. M.

Fare, 25 cents each way: Excursion 40 cta. 411 tf