"The Strolling Player."

Running away from mother, Bareheaded up the street, Kicking the dust into yellow stracke

With little roguish feet; Tossing it over his clear, white dress, Into his stocking-bleels, Choking the little wooden horse That trundles along on wheels;

Dreaming away with wile blue eyes And speculating why God won't give him the golden ball That drops in the quivering sky;

What's the use of that pretty pink cloud, Sailing away so high, If you can't have a ride in it; And it's just no use to try!

If that woman grew with glasses on; If this bouse is papa's; Why that nice red cow won't talk to him, Looking across the bars: Into the neighbors' gates and doors!

Under their cherry trees!

Into mischief and out again, Wherever he may please; Wandering at last to the old church steps, Little horse and all; Climbing up laboriously:--

Too bad if he should fall! Pushing in, with dimpled hands, The great door strong and tail.

Letting the sweet warm summer light Slide down the shadowed wall; Standing there in the solemn hush Of chancel, nave, and dome; Thinking it is prettier

Than the sitting-room at home; Standing still in the broken lights That shimmer through the place, Mellowing down through painted glass Like rainbows on his face.

Not a bit afraid-ah, no, indeed !-Of the shadows vast and dim; Quite at home! and sure it was made All on purpose for him.

The old, old words come up to me, Spoken so long ago, About the heavenly temple Where you and I would go— The beautiful, waiting temple,

Which has no room for sin; Something about a little child, And the way of entering in Our Young Folks for August.

NEW CITIES IN THE FAR WEST. Wyoming Territory - Its Growth and Advantages.

The Baltimore American has a letter from Cheyenne, which gives much interesting information in regard to that new city and the new Territory of Wyoming. We copy as follows:— WYOMING TERRITORY.

This Territory that is to be is that part of Dakota west of a line drawn from the southeast corner of Montana to the northwest corner of Nebraska, any about the twenty-seventh de-gree west, and extending to near the thirtyfourth degree, taking to a small portion of Idaho and Utah, from forty-dve degrees to forty-one degrees north, making it nearly square. Through the western end are Black Hills and the Rocky Mountains, and from west to east, through the centre, runs the north fork of the Platte. Besides the Platte there are the Big and Little Toompson and Lodgepole creek, Crow creek, Big Horn, and other streams, along which are thousands of acres of good land, while the whole country teems with minerals—coal, copper, gold, silver, and iron. Grass, making admirable hay, is cut by army contractors in great quantities, the only expense being cutting and hauling.

CHEVENNE. In the southeast corner of the proposed territory is situated Cheyenne. This, the "Magic City," was laid out by General Dodge, on the 20th and 21st of July, 1867. In one short year it has gained a resident population of five thousand the state of the state o sand, having had, perhaps, in the flourishing times of gamblers, roughs, and prostitutes, as many more. The citizens now are mostly of a respectable class, though, like all the western towns, it has a full quota of rum shops and their patrons.

The town plat is quartered, very nearly, by the Union Pac ac Railroad and Crow creek. latter a smail, swift stream rising in the Black Hills and running down into Colorado, where it empties into the south fork of the Platte. The streets are parallel, and laid nearly to the points of the compass. The greater part of the city is built on the north side of the railroad and east of Crow creek, extending from the railroad, Fourteenth street, north to Twenty-first street, and from east of Hill to west of Bent streets, some eight squares, though there are many buildings outside these limits. The greater part of the buildings are of wood, but there are many of stone, a lobes, and some lew of brick. Sixteenth and Seventeenth, Eddy, and Ferguson are the principal business streets. The pavements are of boards, some ten to fifteen feet wide, and nearly every ousiness house has its lamp in front. Water is supplied from wells at present; there is now being constructed a ditch or capal, tapping Crow creek. six miles above, which will irrigate the entire bench, or range of hills, on the gentle slope of which we are located. This is being built under direction of General Stevenson of Fort Russell, half way between the point tapped and the city, to which it is even a greater necessity than to Cheyenne. The trees pine and cottonwood, which have been put out, are growing finely, it only being necessary to give them occasionally a little water. The man Catholics have a very fine church corner of O'Neil and Twenty-first streets, and the St. Mark's Protestant Episcopal Church is about to be erected, the lumber being now on the ground corner of Eighteenth and Ferguson streets. The Methodist Episcopal congregation worship for the present in the Public School-house, a fine building, some sixty or seventy feet by thirty. It is divided into two rooms by large folding doors, and occupies its own square. There are three daily papers, the Serr and the Leoder, Republican, and the Argus, Democrat, The editor of the Slar, Mr. O. T. B. Williams, is spoken of as the future Governor of Wyoming, a position which would be honored by als occupancy. He also publishes the Weeking Rocky Mountain Star. There is a Lodge each of Free Masons and Odd Fellows, two hook and ladder companies, neatly uniformed, two or three bathhouses, jail, hotels, two hospitals, everything, in fact, that is necessary to the welfare of a first

Here, too, is to be the junction of the Denver or eastern division Union Pacific Railroad with the Union Pacific proper, which will necessitate the erection of large machine shops and engine houses, work on which has been commenced. The engine houses, when complete, will house

one hundred and twenty engines. Our wholesale houses do an immense business still with Colorado and Montana, and also furnish a great deal to retailers further west on the railroad. The retail business has fallen of here with the decreased population, but is still very

Being some six thousand feet above tide, the air is dry and cool. We have none of your hot, sweltering nights, but just those cool, pleasaut autumnal ones when one blanket is just the thing. Our bracing air is just what is needed by those who spend their time and waste money in going to the "springs," when here they would recuperate their health within sight of the hoary headed mountains that rise in majesty some fifty miles west of us.

PROSPECT. To those in search of health, or to those in search of homes, Wyoming stretches eager hands; a journey of four days brings them to her embrace. All along the Union Pacific are splendid openings for the settler. If you prefer Wyoming, she will smply repay. Cattle, at four wool trade of Colorado is immense. This territory offers the same advantages. Poultry pays. "Ranche" eggs bring forty cents per dozen. By irrigating, in Colorado, they raise all kinds of crops; the same can be done here. Cutting hay years, have cost for herding five dollars, pays immensely. Coal is mined within twenty

miles, and iron showing from forty to seventy-five per cent, in less distance. The mountains have sold and silver; the Black Hills thousands of cords of wood. The railroad puts us in easy communication with the East; by the Denver Branch it will in a few years be the same with the South. Our six lines of telegraph give us all we need of news; we are to be the great depot of the eastern base of the mountains.

why, with all these advantages, is it not more rapidly settled up east of us? I'll tell you: the policy, or rather want of policy, in the management of Indian affairs. If an Indian is a citizen, he is amenable to the laws. If a tribe, is a foreign nation, and is treated as such, the main fides of the Government in breasing, or all with the foreign process. the Government in breaking or allowing to be the Government in breaking or allowing to be broken any treaty is, at least, reprehensible; so is treating to the cold, peaceful, and friendly tribes, and rifles, and ammunition to Sioux, Ognislias, etc. Red Cloud says:—"Won't treat till you abandon the upper route;" and the plea is put up that, as no trade is on that road, the posts are of no use; so they are abandoned. Red Cloud is as far from treating as ever, and perfectly convinced that the white man is afrail of him—a very poor that the white man is airail of him -a very poor impression to be allowed to rest on his mind To be sure they are "degenerate sons of noble sires;" but would not a little honesty, the ap-pointment of a few honest, honorable Indian agents-some hing apparently not recently thought of-and a few endeavors of the kind made to elevate the sons of Ham, have a better effect on 'Lo" than the present mode of proceeding. It could not be worse—the Episcopal mission demonstrate that it might be better. This is the only drawback; and here we are not troubled much even with this. Therefore, all ye that want health and homesteads, try Wyoming.

Further up the road are I aramic City and North Platte, both of cauvas and of the cravel ling order, like Julesburg, where there now remain houses which could not be moved be-cause they were built of "debris." At Green River, some three hundred miles from here, about one hundred and ninety this side of Sait Lake, there will be quite a town. The Union Pacific Ratiroad will pass to the north of the Lake, but Brigham will connect by a branch. Denver is a little lively on account of her late National Ho;se Show; Omaha slightly "flat;" but where a year ago roamed the Iudian and dwelt the Cozote, now moves on in pride and increasing power and civilization the "Magic

BUSHRANGING.

One of the "Institutions" of New South

A correspondent of the London Spectator, who is writing a series of papers on "The Institutions of New South Wates," tells us about bushrang-

In New South Wales probably the greater part of the population is of convict descent. It is impossible to say what proportion, for the line of separation is no longer strictly preserved as it once was between free settlers and emancipists; and questions are not often asked now-adays about origin and patronage. The tendency of the convicts when they get their liberty was to go to the remote districts rather than to the towns. Many became shepherds or hut-keepers on remote sta-tions. The children born in the bush have grown up with less instruction, religious or secular, and often in worse companionship than their fainers. For who was to look after them? Squatters, even if they had the will to do so, were lew and far between, and squatters' wives lewers till. The voluntary system does not supply clergymen where there is no demand, although common sense and common experience show that where there is the least demand there is the sorest need. "Those who remain of the convicts sent from

England are old men now, except a few who have come across from Tasmania, for it is more than a quarter of a century since the last ship-load of them entered Port Jackson. But they have left a legacy behind them which is emphatically the 'peculiar institution' of New South Wales—bushrangiag. In the old times bushrangers were simply escaped prisoners, often desperate rufflans, who took life when it suited them without scruple. Even then they were not regarded as we regard thieves and marde-rers in England. Familiarity with criminals had taught the more humane among the settlers to consider them as men of like passions with themselves, and not as only parans and enemies of the human race. Many of the lower class hardly disguise their sympathy with these successful outlaws.

'There is a tinge of romance about their lives. A bushranger is a greater and a freer man than a Hounslow hishwayman of a century ago. He rides an excellent horse and leads another by his side. He is armed with a 'six-shooter,' and perhaps with a rule as well. He has miles and miles of country to roam over, and many a hat where fear or sympathy will at any time provide with food or a night's lodging. school play at bushranger, and no boy, if he can help it, will act the inglorious part of police-Even the name of the profession has been dignified by being turned into Latin. There is an inscription in the principal church of Sydney to some one a latrone varante occiso. And so it has come to pass that bushranging, which languished for many years, has broken out again with as great vigor as ever.

"The country is distributed between lifferent gangs. I asked the driver of the Wollongong mail if he had ever been stuck up?" His reply was, 'Not for nearly a year.' On the main north road, along which you seldom travel a mile without meeting somebody, the mail coach was stopped at one lo'clock in the day by a single armed man, who calls himself Thunderbolt, and carries on his depredations in this district. He connelled the driver to drive off the road into the bush, and there deliberately took down the mail bags, and carried them off on a led horse. A few days later he unexpectedly came upon a policeman, who at once fired at him. He had just time to cover himself behind the horse he was leading; the bullet struck the led horse, and he escaped on the one he was riding. Less than three weeks after the first robberg he again stopped the same mail coach, and the same driver, almost at the same place; this time

"The account in the Sydney paper was as fol-The account in the Sydney paper was as follows:—'The down mail from Muswellbank to Singleion, with two days' mails, was stuck up by Thunderbolt this morning at three o'clock, between Grasstree Hill and the Chain of Ponds. With the exception of one bag, all the letters were taken by him. The police are in pursuit,' Generally a bush ranging story only gets into Generally a bushranging story only gets into small type in a corner of the paper, and very seldom indeed in pires a leading article. You may sometimes see two or three in such accounts in a single daily paper.

"The most formidable gang is in the Lower Murrumbldgee, and is known as 'Blue Cap's' gang. I should like to quote unabridged a column of the newspaper in which some or their doings are described, but it is too long. It describes how in about a formight they stack up two mails, two public houses (shooting at the owner of one, but fortunately not hitting him), a steamer on the river, and four stations taking all money, arms, berses, and valuables they found. Only one man, a mail man, made serious resistance. He was mounted, and carried a large duelling pistol in each sleeve, and a revolver in his beil. Finding he was outnumbered, he fled, closely pursued by two of the gang, who so un overhauled him. Pistol shots were exchanged in quick succession, the horses going all the time at full speed. In the end, the mail man, after wounding 'Bine Cap' in the hand, had come to his last barrel, when his horse fell with him, and he was at the mercy of his was along the cap' in the cap' was to be seen and the cap' in the hand, had come to his last barrel, when his horse fell with him, and he was at the mercy of his assailants. 'Blue Cap' was for giving him ten minutes to propare for death and then shooting him; but his life was spared at the entreaty of a woman and of one of the gang

who was friendly to him. "A very pretty 'seusation' story this, one would have thought, and rather a catch for an editor. But, no; it is a stale subject. And so the newspaper, for want of something better, had a leader on the expenses of Greenwich Hospital. This wholesale plandering of houses and sta-tions does not often happen. In general, no violence is offered except in resisting capture. For, nuless a bush anger has already forfeited his life by committing murder, he will abstata from taking life if he can, being pretty sure that for any number of highway robberies he will punished, at the worst, with penal servitude for life, and that if he behaves well in prison he may very likely be at large again in en years.

"The owner of a house which is attacked must resist if he has much to lose which he cannot spare. But in travelling people generally prefer to take little that is valuable with them, and to leave their pistols at home. For the bush which borders all the roads, more or less, gives the bushranger an almost irresistable advantage. He can choose his own position, and, without being seen, cover a driver or passenger with his rifle or his revolver, and bid him throw up his arms or be shot before the letter has time to get at his pistel. The tralatter has time to get at his pistol. The tra-veller cannot be prepared on the instant. To undergo the jolts and plunges of an Australigu couch on Australian roads, with a cocked pistol in one's band, would be to ron a greater risk than any to be apprehended from bushrangers. They practice, too, a certain contemptuous Turpin-like couriesy towards passengers, especially poor ones and women; and often take nothing but the mails. And so the actual lo-s and danger from this state of things is not so great as might be supposed. But the insubordinate and lawless spirit of which it is the cyidence is a more serious matter. And this spirit must prevail very widely. A bushranger's person and features are generally well known. A large reward is offered for his capture. He could not get food to support him or clothes to wear without the connivance of a great number of persons. With their connivance he often pursues a successful career for years; and it is only by a lucky accident if the police succeed in

The Luther Monument at Worms. Translated from Die Gartenlaube.

Sesterday (June 25, 1868) was the day appointed for the uncovering of the monument to Martin Luther at Worms. This monument is erected by the subscriptions of Protestants, principally German Protestants, of course, and Worms was chosen as the site, because, as all the world knows, it was at the Diet held in that city in 1521, that Luther first came forward as the reformer of the church. The monument s in bronze, and was cast at the famous old

Lauchhammer foundry, in Eastern Prussia.
There are thirteen statues in all; all colossal. but of different sizes, according to the height at which they stand. Luther, the largest and most important, stands on the top of a pedestal of his own; his head is upraised as in the atti-tude of speech; his closed fist rests on the Bible in his left hand. Even so he must have looked as he uttered those famous closing words of his speech at the Diet of Worms; words inscribed on the pedestal whereon he stands;
"Here I stand; I cannot do otherwise. God be
my helper. Amen." (Hier stcheich, ich kann
nicht anders; Gott helte mir. Amen).
At each corner of Luther's pedestal sits one of
his precursors in the work of Reformation; each

chosen from a different country to show that the work was not begun by Lather, but was rather the protest of Christendom against error. These four statues are Petrus Waldus, Wickliffe, Huss, and Savonarola. Petrus Waldus, or Pierre de Vaux, was a Lyons merchant of the tweifth century, who struck by the sudden death of an intimate friend, renounced the pleasures of life and gave himself to preaching purity of life and simplicity of creed. His followers, the Waldenses, are often most unfairly confounded with the Albigenses. Waldus is represented with his Bible open on his knees, his much used staff resting on his arm. John Wyckliffe, the English Reformer of the fourteenth century, and the first translator of the Bible into our tongue, sits also with his Bible on his knees; his life, which ended in 1384, was a contrast, in its comparative calm, to the storagy life and nery death of the representative who comes next in point of time, John Huss, the Bohemian, who was burnt by order of the Council of Constance in 1415, notwithstanding the safe conduct given him by the Emperor Sigismund. His ashes were thrown into the Phine, and by order of the same Coun-cil, Wickliffe's ashes were torn from their quiet English grave and thrown into the little brook at Lutter worth that flowed into the Avon. Huss is represented capped and gowned, his head bent as if musing and praying over the crucifix in his folded hands. The fourth statue is that of Savonarola, in the robe and cow of the Dommican order, his warning hand uplified to heaven, as it was so often in those days of which we have all read in George Eliot's great novel of "Romola." Savonarola was burnt in May of the year 1491, but Martin Luther was a school-boy of fourteen. The morning had fairly broken

These five statues are the heart of the monubalustrade, except on Luther's side, where there are to be steps. On the four corners of this wall are to stand, like towers on a castle, the four corner-stones of the Reformation in Germany; on Luther's right, Frederick the Wise, of Saxony; on his left, Philip the Magnanimous, of Hesse; behind Philip, Reuchtin, the humanist, and behind Frederick, the thoughtful and modest Melanethon.

Between there corners will come, on sides, high pedestals for three sitting symbolical female figures—Spires, Augsburg, and Magde-burg. Spires, because there the Reformers first took the name of Protestants; Augsburg because of the Confession; and Magdeburg, the witness unto blood for the new Church, sitting sorrowfut, with bowed head and broken sword. destal is to bear certain portrait medallions and bas-reliefs, and on the coping of the walls are to be the heraldic bearings of thirty different States and cities.
This work was planned by Rietschel; but he

the very beginning, and it was finished by two of his pupils.

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Freight to Boston is taken at the same rates as by any other regular line, and forwarded with the greatest expedition by an express train, which leaves NEW PORT every morning (Sundays excepted), at 7 o'clock, for Boston and New Bedford, arriving at its destination about it A. M.

For freight or rassage, apply on board, or at the office, on PIER 28, NOR'I it RIVER. For state-rooms and berths apply on board, or it it is desirable to secure them in advance, apply to

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Rates of passage payable in currency.

To Liverpool, Glasgow, and Derry, cabins \$00 and
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Excursion tickets, good for twelve months, \$160.

Intermediate, \$25; steerage \$25.

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Passengers booked to and from Hamburg, Rotterdam, Antwerp, Havre, etc., at very low rates.

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LONDON AND NEW YORK STEAMSHIP Pas age to London direct, \$110, \$75, and \$30 currency, Excursion tickets at reduced rates available for 6 months.

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CUNARD LINE OF EXTRA STEAMERS,
BETWEEN NEW YORK AND LIVERPOOL,
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FROM NEW YORK EVERY WEDNESDAY.
TRIFOLL,
RATES OF PASSAGE;

Steerage tickets from Liverpool or Queenstown at lowest rates.
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PRICE OF PASSAGE IN GOLD (including wine),
TO BREST OR HAVAE.
First Cabin, \$160 or \$140; Second Cabin, \$85,
TO PARIS,
including Bailway Tickets, furnished on board,
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Medical attendance free of cherge.
American travelers going to or returning from the
Continent of Europe, by taking the steamers of this
line, avoid unnecessary risks from transit by English
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time, trouble, and expanse.

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LIVERPOOL 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, viz.:—
MANHATTAN,
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with other first-class steamers building.
From Pier No. 37 East River.
Cabin (the accommodations being equal to any Atlantic steamer), \$50, gold; return tickets, \$160, gold; in
steerage, \$25, currency.
Tickets to bring out passengers from Europe can
be obtained on reasonable terms. For freight or passage apply to
WILLIAMS & GUION, No. 71 WALL Street bage apply to WILLIAMS & GUION, No. 71 WALL Street.

For steerage passage to WILLIAMS & GUION, No. 29 BROADWAY. PROPOSALS.

TMPROVEMENT OF OGDENSBURG HAR-MPROVEMENT OF OGDENSBURG HAR-BOR, NEW YORK,
Scaled Proposals in duplicate, will be received at this office until 12 M. MONDAY, August 10, 1885 for deepening by dreeging the harbor of Ogdensburg, New York so as to give twelve feet of water at the lowest stage, in the following places, viz:—
Section J. On the onser her across the channel into the upper harbor, northeasterly from the lighthouse, where about 18,000 cubic yards of hard sand is esti-mated to require removal. mated to require removal.

Section 11. Between the bridge, the lerry wharf
and the Rome Railroad depot, where, it is estimated, about 25,000 cable yards of very hard "hardpan," with gravel and small boulders, must be taken
out. All the material (which will be measured in the scows) must be dumped at least half a mile below the outer bar, in deep water, at a point to be marked.

The work must be commenced as soon as possible, and no later than tept, 16 1888, continued as long as possible this season, and completed by the 30th of Normber 1868. vember, 1869.

Bidders must propose for each section separately, and separate contracts will be made for each.

Blos must be made upon printed blanks, which can be procured at this office, for similar written ones), which must be properly filled up and signed as indicated. Ad the information preseased at this office. vember, 1569 cated. All the information possessed at this effice will be given to bidders, but all wishing to contract are particularly requested to examine at Opdensburg before sending in their bids. C. E. B.U.S.T. Lient.-Vol. Engineers and Brevet-Col. U. S. A. U. S. ENGINEER OFFICE, OFWEGO, N. Y., July 14, 1868.

FITLER, WEAVER & CO., MANUFACTURERS OF

MANILLA AND TARRED CORDAGE, CORDS TWINES, ETC., No. 23 North WATER Street, and No. 22 North Dalla WARE Avenue. PRILADELPHIA.

EDWIN H. FITLER, MICHAEL WRAVER, CONRAD F. CLOTHIEB. 214 WOODLANDS CEMETERY COMPANY
The following Managers and Officers have
been elected to the year 1868:—
ELI K. PRICE, President.
Wm. H. Moore K. PRICE, President.

Wm. H. Moore, Wm. W. Keen,
Samuel S. Moon, Ferdinand J. Breer,
Gillies Fallett, George L. Buzby,
Edwin Greble, B. A. Knight,
Secretary and Treasurer—JOS. B. TOWNSEND.
The Managers have passed a resolution requiring
both Lothciders and Visitors to present tickets at the
entrance for admission to the Company, No. 818
ARCH Street, or of any of the Managers. 722 TINITED STATES REVENUE STAMPS .-Principal Depot, No. 80t CHESNUT Street.
Central Depot, No. 10t South FIFTH Street, one door below Chemant. Established 1862.
Revenue Stamps of every description constantly of hand in any amount.
Orders by Mail or Express cromptly attended to.

will.Mington—At 8 30 and 9 50 A. M. and 30 P. M.
The steamer S. M. FELTON and ARIFL leave CHES NUT Street Wharf (Sundays excepted) at 8 38 and 9 50 A. M., and 3 40 P. M., returning leave Wilmington at 6 50 A. M., 17 50, and 8 50 P. M. St. pping at Chester and Hock each way.

Fare, 10 cents between all points.

Execution tickets, is cents ecoed to relate by either Fare, 10 cents between all points.

Excursion tickets, 15 cents, good to return by either 6 3 tf PHILADELPHIA AND TRENS ON STEERS ON STEERS ON STEERS ON STEERS ON STEER OF STREET WHAT, for Trenton, stopping at Tacony, Torresdale, Beverly, Burrington, Bristol, Florence Rebbins Wharf, and White Hill.

Butington, Bristol, Florence Revolus' White Hill.
Leaves Arch Street Wharf Leaves South Treaten.
Baturday, July 25 55; A. M. Saturday, July 25, 9 A.M.
Sunday July 26, to Surington, Briston, and interemental landings, leaves Arch Street wharf at 8 A. M.
Monday, July 27, 65; A.M. Stonday, July 27, 18; A.M.
Monday, July 27, 65; A.M. Stonday, July 27, 18; A.M.
Tuesday, 28, 7 A.M. Tuesday, 28, 11 A.M.
Wed'day, 29, 8 A.M. Wed'day, 29, 12 M.
Thursday, 20 10 A.M. Thursday, 30, 2 F.M.
Friday, 21, 18 A.M. Sriday, 31, 2 P.M.
Fare to Trenton, 40 cents each way; Intermediate places, 25 cents.

OPPOSITION TO THE COM-Signer JOHN STLVESTER will make daily soccursions to Wilmington (Sundays excepted), touching at thesier and startes Hock, leaving ARCH Street what at 10 A. M. and 4 P. M., returning, leave Wilmington at 7 A. M. and 1 P. M.

Light freights taken, L. W. BURNS, Captain. 4 28 17

DAILY EXCURSIONS,—THE aple and a teamboat JOHN A. WAR-NER. MEYER CHESNUT Street Wharf, Philads, at 2 o'clock and 6 o'clock P. M., for Burlington and Bristol, touching at Riverton Torresdaie, Andalusia, and Revery. Returning, leaves Bristol at 7 o'clock A. M. and 4 P. M.

Fare, 25 cents each way: Excursion 60 cts. 411 if

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Ne. 8 S. DELAWARE Avenue, Philadelphia,
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