Thirty Years' History of Insurance in Massachusetts.

The Boston Commercial Bulletin says:-"The recent fire in a valuable business block in Summer street and the publication of the list of insurers who had issued policies upon the property lost and endangered, by which it appears that but a small proportion of the insurers had availed themselves of the accommodations of Boston offices, suggests a comparison between the state of insurance business in our city now and thirty years ago, when there was far less Boston property at risk of either fire or marine than there is in 1868.

"In 1807 there were twenty-nine stock insurance companies in Boston, with an aggre-gate capital of \$7,450,000. Some of these took fire and marine risks indifferently; others were devoted exclusively to one branch or the other. As a reminiscence of the time, and to show how many have weathered the storms of losses by sea and land since that time, a list of them is subjoined. They were the American, Atlantic, Atlas, Boaton, Boylston, Fire and Marine, Columbian, Firemen's, Fishing, Franklin, liope, Manufasturers', Massachu-setts Fire and Marine, Mercantile Marine, Marchants', National, Neptune, New England Marine, Ocean, Protection, Suffolk, Tremont, United States, Warren and Washington, also the Boston Marine, Commonwealth, Globe Fire and Marine, India Fire and Marine and

Pacific. "The year 1837 is pointed out, even at this time, as the great year of commercial and manufacturing disaster which not only ex-tended over our whole country, but was feverely feit through failures and suspensions in other continents. In that year the five institutions which are last in the above list, disappeared from State street, with more or less oss to all concerned in them, went into liquidation, and have not been heard from since. Their united stocks amounted to \$1,100,000. Years of business depression are said to tell heavily against the prosperity of in-surance offices. A shrewd but in-dignant underwriter once declared that could take the books of any well regulated insurance company, and by their various losses mark out what were favorable and what were unfavorable seasons for trade, commerce, and manufactures. The casual observer may not be able to see the analogy between dullness in trade and destruction by fire, but the fact lies among the traditions of insurance officers, where it is believed that there is more dauger to property when it is unremunerative; and that losing manufactories, whether of dear cloth or cheap bread, are exceedingly combustible when their owners are getting out of pocket by them.

"In 1837 there were also nineteen Massachusetts insurance offices out of Boston, the whole capital of which was \$1,965,000. 06 these, five were in Salem, which held the largest insurance capital next to Boston; three were in New Bedford; two each in Lynn, Marblehead, and Nantucket; and Gloucester, Springfield, Fairhaven, Plymouth, and Provincetown, one each. The list compares singularly with that of the offices now established in various portions of the State and their numerous agencies. The greatest change of alla change as melancholy as it is memorable-is that of the island and town of Nantucket, which then supported her two offices, and had also large risks in Boston, New Bedford, Salem, New York, etc. Then she was noted through out the world for her whaling enterprise; a hundred sail of vessels would sometimes lie at her wharves, and her immense warehouses were filled with

oily products, drawn from the depths of the Atlantic, Pacific, and Indian oceans. Her people were rich and her business enormons, considering her isolated position. Now Nantucket harbor has been destroyed for all but right draft commerce by the action of the sea; her wharves are rotting to the water's edge; her great warehouses are empty or have been dismantled and carried away. Grass grows rank in her once busy streets, and her resident population has been reduced one-half or more, the greater proportion of those left being women, of the proportion of which to the sterner sex we have the most extravagant accounts. Desolation is written on the once renowned island of the ocean. But this is a digression. "In 1840 there were twenty-two stock insurance offices in Boston-capital \$5,110,000, and there were nineteen companies out of the city-capital \$1,765,000. "In 1850 the Boston offices numbered eighteen -capital \$4,956,875, and there were but twelve companies in other cities and towns of the State, with a capital of \$1,150,000.

SHIPPING: STATA STEAM TO LIVERPOOL, CALLING The timen Line, under contract with the United States and British Governments, for carrying the

NORTH COMPANY, NORTH AMERICAN STEAMSHII

Through Line to California via Panama Refirord. NEW ABSANGEMENT.

Sailing from New York on the 5th and 20th of EVERY MONTH, or the day before when these days mage lower than by any other line,

We are lower town by any other line. For information address D.N. CARRINGTON, Agent. Pier No. 45 NORTH HIVER New York. Or 7 HOMAS R. SEARLE, No. 217 WALNUT Street, Philadelotia, Pas-W, H. WEBE, Freedoen, CHAS, DANA, Vice Pres Office-54 EXCHANGE Fisc. New York, 239m

PASSAGE TO AND FROM GREAT BRITAIN AND IMELAND EY STEAMSHIP AND SALLING PACKET, AT REDUCED KATES DRAFTS AVAILABLE THEJUGHOUT ENG-LAND, IRELAND, SUOTAAND, AND WALES, For particular apply to No. 36 SOUTH EFFEE, and No. 23 BROADWAY, Or to THUMAST, SEARLE, 11 OF THUMAST, SEARLE, 11 NO. 217 WALNUT Street.

Sector. NEW EXPRESS LINE TO ALEX. NLW EXPRESS LINE TO ALEX-models, Georgetown, and Washington D C., vis Chenspicke and Delaware da with con-nections at Accentric from the most direct route for L, nchourg, Sristoi, Knoxville, Nashville, Daiton and the Southwest. Stemiors leave regularly every Saturday at noon from the first whart a we Market atrees. Freight received daily. WM. P. CLYDE & CO., No, 14 North and South Wharves, J. B. DAVIDSON, Agent at Georgetown. M. ELDVIDSON, Agent at Georgetown. M. ELDVIDSON, Agent at Alexandria, Vir-ginia,

Freights received at our usual low rates, WILLIAM P. CLYDE & CO., Agents, No. 14 & WHARVES, Philadelphia, JAMES HAND, Agent, No. 119 WALL Street, corner of South, New York,

PHILADELPHIA, RICHMOND State.

AT DOOR, FREIGHT AIR LINE, BOUTH AND WEST, AUDOOR, FREIGHT AIR LINE TO TEE BOUTH AND WEST, At DOOR, from FIRST WHARF BOOVE MARKET

Street. THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Sea-board Air Line Rairoad, connecting at Portsmouth and to Lynchburg, Va., Tennessee and the West, via Virginia and Tennessee Air Line and Richmond and

Virginia and Tennessee air Line and Richard and Danville Rairond. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. The regularity safety, and chespness of this ronte commend it to the public as the most desirable me-dum for carrying every description of freight. No charge for commission, drayage, or any expense of transfer.

WillLIAM P. CLYDE & CO., W. P. PORTER, Agent at Richmond and City Point Point. T. P. CROWELL & CO., Agents at Norfolk. 61

FOR NEW YORK-SWIFT-SUBE Transportation Company Despatch a u Swittsure Lines, via Delaware and Rarting Canal, on and after the lith of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lones.

Eastern lines, which will be taken on accommodating For freicht, which will be taken on accommodating sppiy to WILLIAM M. BAIRD & CO., No. 132 S. DELAWARE Avenue 1 12 HOR EOSTON-VIA NEWPORT AND FALL H RIVER. The BOSTON and NEWPORT LINE, by the splen-did and superior steamers NEWPORT, METRO FOLIS, OLD COLONY, and EMPIRE STATE, of FOLIS, OLD COLONY, and EMPIRE STATE, of FOLIS, OLD COLONY, and EMPIRE STATE, of great strength and speed, constructed expressiv for the navigation of Long Island Sound, running in connection with the OLD COLONY AND NEW-PORT BAILROAD. Leave PIER 28, NORTH RIVER, foot of MUR-RAY Street. The steamer NEWPORT, Captain Brown, leaves Monday, Wednesday, and Friday, at 4 P. M., landing at Newport. **BAILROAD LINES**, 日本夏く

DALLY EVENING TELEGRAPH-PULLADELPING, THURSDAY, AUGUST 20, 1863. THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, AUGUST 20, 1868.

N ORTH PENNSYLVANIA RAILROAD .-THE MIDD E ROLTS - Shornes and most direct line to Bethernen, Easton, Allegiown, Manco Uhons, Hanleton, while Haven, Wilkesburre, Ma-hanoy City, Mount Chronel, Pittsiou. Scranon, Carbon-dale, and all the points in the Lehigh and Wyoming

to a fation

Chubs, grantered Carnel, Pittston Scratter Woming dale, and all the points in the Lehigh and Wyoming Coar Region. Farencer Depoint Pathadelphia, N. W. corner of BERK's and AMERICAN STREES. FUMMER ABRANCEMENT - ELEVEN DATLY TRAINS-ON and ALEY MONDAY, May 20, 1888. Pairs uger Trains leave the New Depoi, corner of BERK's and AMERICAN streets, daily (Sundays or Context) as follows:-At 645 A. M.-Accommodation for Fort Waab-

At 638 and A merson and the second provided by the second s

willer take this train to Quink brown, and for hummer-town to North wairs. At 415 P. M. - accommodation for Doylessown, stopping at all intercediate stations. Pass mgers for Willow Grove, Pastroro, and Harvella lakes stage at Abington; for New Hone at Doylestown. At 5 of P. M. - Through scoommodation for bestile-hem and the inflore on main the of North Penessi-vanta Failtrond, connects g at Bethlebert with La-hand and the inflore on main the of North Penessi-vanta Failtrond, connects g at Bethlebert with La-hand the inflore on main the of North Penessi-vanta Failtrond, connects g at Bethlebert with La-hand the inflore on main the of North Penessi-vanta Failtrond, connects g at Bethlebert with La-hand the stopp and Susquebanes teres of the stopp blag stall intermediate stations. At 1130 P. M. - Accommodation for Fort Washing-ton, To Alth.

", TRAINS ARRIVE IN PRILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA.
From Echlohem at 900 and 1103 A. M., 200 and 800 P. M.
1045 A. M. and 200 P. M. Traiss makes direct connection with Ledigh Valley and Ledigh and Susqueranna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.
Passengers Feeving Wilkesbarre at 145 P. M. connect at Bethiehem at 605 P. M., and arrive in Philsdelphia at 820 P. M.
From Doylestown at 825 A. M., 500 and 700 P. M.
From Landels at 720 A. M.
From Fort Washington at 926, 1045 A. M. and 1
P. M.

P. M. ON SUNDAYS.
 Diladelphia for Bethehem at 950 A. M. M. Fhlladelphia for Bethehem at 950 A. M. Fhlladelphia for Doylesnown at 200 P. M. Doylesnown for Philadelphia at 750 A. M. Bethlehem for Philadelphia at 750 P. M. Fifth and Sixth Streets Passenger Cars convey pasenger to sad from the new dept.
 While Cars of Second and Third Streets Line and Union Line run within a short distance of the dept.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare. Tickets sold and Baggage checked through to prin cipal points, at Mann's North Pennsylvania Baggage Express Office, No. 165 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA

W EST CHESTER AND PHILADELPHIA -On and after MONDAY, April 18, 1865, Trains will leave as follows:-Leave Painadelphia from the Depot, THIRTY-PIRST and CHESNUT Streets, 715 A. M., 11 A. M., 230 P. M., 415 P. M., 450 P. M., 7 P. M., 11 P. M. Leave West Choster for Philadelphia, from Depot on east Market street, at 616 A. M., 716 A. M., 736 A. M., 1045 A. M., 156 P. M., 470 P. M., 655 P. M. On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 530 P. M.

Will leave randomping for means and intermediate Foints at 550 F. M. Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. O. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:18 A. M. and going West will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junc-tion.

The Depot in Philadelphia is reached directly by the Chennut and a Wannt Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its

cars of l ON SUNDAYS.

READING BAILROAD, GREAT TRUNK LINE from Unitade phia to the interior of remassivation, the Sciurikal, Sumotefianta, Cara-beriano, and Wyoming Valleys, U.S. Jost, North-west, and the Canadas. Sciumer Arrangement of Passenger Trains, Monday, August 3, 1858, heaving the Company's Depot, Thirteenth and Callowinill streets, Philadelphils, at the following hon 37-MORNING ACCOM MODATIONS, at 730 A. M. for Beading and all intermediate stations, and Allen lown.

BAILROAD LINES.

Arthenia and all intermediate statums, and Allen lown.
 Beturning, leaves Beading at 6 to P. M., arriving in filledeiphia at 915 P. M.
 MORNING EX PRESS. AL \$15 A. M., for Reading Lebanon, Harrisburg, Pottaville, File Grove, issuada and the provention of the status of the

P. M. P. M. RFA DING ACCOMMODATION-Leaves Reading at 7 30 A. M., Stopping at all way stations: arrives in Philadeiphia at 10 10 A. M. Leavening, leaves Philadelphia at 515 P. M.; scrives in Reading at 8 45 P. M. Traits for Philadelphia Lave Harrisburg at 8 to A. M. and Putbylie at 5 55 A. M. arriving in Philadeiphia this at 1 P. M. Alternoon trains leave flarzisburg at Philadeiphia at 645 P. M. Harrisburg accounter tables P. M.; arriving at Philadeiphia at 645 P. M. Harrisburg accounter tables leaves Brading at 7:18 A. M., and Harrisburg at 410 P. M. Connecting at Peaching with Alternoon Accounteredation point at Parties With Alternoon Accounteredation point at Parties With Alternoon Accounteredation point at Parties P. M. Berthalt P. M. Connecting at Parties with Alternoon Accounteredation point at Parties P. M. Berthalt Philadeiphies at 810 P. M. Connecting at Parties With Alternoon Accounteredation point at Parties P. M. Berthalt Philadeiphies at 810 P. M. Connecting at Parties Philadeiphies at 810 P. M. Connecting at Parties Philadeiphies Philadeiphies at 810 P. M. Connecting at Parties Philadeiphies Philadeiphies at 810 P. M. Connecting at Parties Philadeiphies at 810 P. M. Connecting at Parties Philadeiphies Philadeiphies at 810 P. M. Connecting at Philadeiphies Philadeiphies Philadeiphies at 810 P. M. Philadeiphies Philadeiphies Philadeiphies at 810 Philadeiphies Philadeip . M., and Harrisburg at 410 P. M. Connecting at eading with Alternoon Accountrodation south at 0 P. M. striving its Pulledelphie at 915 P. M. Marke train, with a Passenger car attached, leaves

alize explicit at is 60 noon for Postsville and a 1 Way attens: leaves Postsville at 7 A. M. for Philadelphia

All the shows returning a state of a show of the shows rates and shows the shows traine run daily, Sundays excepted. Sundays traine leave rotaville at See A. M., and All indephase is 15 P. M.; leave Feilingerbain for bailing as 860 A. M., returning from Beading at \$15

on Third or Finh stretz, at chees instruct, 36 minutes before do, arture. The cars on Market street Ballway run direct to West Polladelph a Depot Chesnut and Walnot within one square. On Fundays the Market atret cars will run to connect with the 950 Å. M. and 6 50 P. M. lines. M. CHESTER VALLEY RAILROAD .- Passeugers r Lownis flown and littern edisis point last the 0 A. M., 1246 and 450 P. M. trains from Phyladel-is, reurising from Downingtown at 6500 A. M., 1999, 0 540 P. M.

6 50 F. M. Hues,
BELVIDERE DELAWASE RAILROAD LINEF, From Kensington Depot.
Atron A, M. for Ningers Fails, Suffalo, Dunklick, Einirs, Linera, Owero, Rochester, Einghamion, Os-wego, Stractae, Great Band, Montrose, Wilkesbarre, Schooley's Mountain etc.
At7 60 A. M. and 370 P. M. for Screanton, Strondy-burg, Water Gap, Beitfdere, Easton, Lambertville, Flemington, etc. The 340 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At5 P. M. for Lambertville and Intermediato Sim-tions. 10 545 P. M. FEREIOMEN RAILROAD,-Passengers for Col-

And 5% F. M.
 FERRIDMEN RAILROAD, --Passengers for Collegative take 7% A. M. and 4% P. M. trains from Philadelines, returning from Collegeville at 8% A. M. and 140 P. M. Stage lines, for various points in Perkiomen Valley connect with trains at Collegeville.
 NEW YORK EXPRESS FOR PITTSBURG AND The WEST-Leaves New York at 9 A. M. 500 and 500 P. M. passing Reading at 1 A. M. 150 and 1010 P. M. and connect with trains at Collegeville.
 NEW YORK EXPRESS FOR PITTSBURG AND The WEST-Leaves New York at 9 A. M. 500 and 500 P. M. passing Reading at 1 A. M. 150 and 1010 P. M. and connect at Harrisburg with Pennsylvania and Northern Central Rainoad Express Trains for Pittsburg, etc. Returning, Express Train leaves Harrisburg, on arrival of Penns, ivania Express from Pitsburg, at 8 and 556 A. M., 855 P. M. passing Reading at 448 and 756 A. M., 855 P. M. passing Reading at 448 and 756 A. M., and 140 P. M. arriving at New York, 1070 and 1146 A. M. and 566 P. M. Sleeping Cars accompanying these trains through between Jensey City and Pittsburg, while the for New York have been than through between Jensey City and Pittsburg, wildout change.
 Mali train for New York leaves Harthaburg leaves New York at 12 Noon.
 SCHUYLKILL VALLEY RAILBOAD. - Trains enverying irom Tamaque at 835 A. M. and 640 P. M. returning irom Tamaque at 835 A. M. and 640 P. M. returning irom Tamaque at 835 A. M. and 215 and 435 P. M.

CAMDEN AND BUBLINGTON CO., AND PEMBER' ON AND HIGHTSTOWN RAILBOADS, From Market St. Perry (upper side.)
 At S A. M., 1, 4, and 615 P. M. for Merchansville, Moorestown Hartford, Mascnwille, Hainsouri, Mount Holy, Smithville, Ewanaville, Vincentown, Bir-mirgham, and Pemberton.
 At 1 and 4 P. M., for Lewistown, Wrightstown, Cockstown, New Egypt, Horderstown, Cream Elitge, Imlaystown, Sharon, and Hightstown.

SCHUYLKILL AND SUSQUEHANNA RAIL

ROAD, Trains leave Auburn at 755 A. M. for Pine grove and Harrisburg, and at 1235 P. M. for Pine grove and Tremont; returning from Harrisburg at 5% P. M., and from Tremont at 740 A. M., and 535

BOVE and Tremon, Tremont at 740 A. M., and 835 P. M. TICKETS.—Throngh first-class tickets and emi-grant tickets to all the principal points in the North and West and Causdas. Excusion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Moreling Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Fifty pounds of baggage only are allowed each parset.ger. Passengers are prohibited from taking arything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any smouth beyond \$100, except by special contract. Tickets sold and baggage checked direct through to Boaron, Worcester, Springfield, Hartford, New Haven, Providence. Newport, Albany, Troy, Saratoga, Ulca, Rome, Syracuss Kochester, Buthao, Niagara Falls, and Suspension Bridge. A sorditional Ticket Office is located at No. \$23 Chesnat strest, where Tickets to New York and all important points North and Rass may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express, I INES ERON NEW YORK FOR PHILA DELPHIA. and Poinstown's Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Poinstown Accommodation Trains at reduced rates. The following dickets are obtainable only at the office of S. Bradlord, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholis, General Super-intendent, Reading. Commutation Ticket at 25 per cent, discount, be-tween any points desired, for families and firms. Mileage Tickets, good for 2000 miles, between al points, at \$5250 each, for families and firms. Season Tickets, for three, six, nine, or twelve mouths, for holders only, to all points at reduced rates. LINES FROM NEW YORK FOR PHILADELPHIA,

Camden. 6150

rates. Clergymen residing on the line of the road will be furnished with cards, entiling themselves and wives to tickets at half fare. Excursion lickets from Philadelphia to princinal station, good for Saturday, Sunday, and Monday, at reduced are, to be had only at the Ticket Office, at

reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets, FRAIGHT.-Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets, Freight Trains leave Philadeiphia daily at 435 A. M., 1245 noon, 360, and 6 P. M. for Reading, Lebanon, Harisburg, Pottsville, Port Clinton, and all points beyond.

Indoation, and 2 F. M. Express, via A MUSP, and Canden, WILLIAM H. GATZMER, 6153
I. HILADELPHIA, WILLIAM H. GATZMER, 6153
I. HILADELPHIA, WILMINGTON AND BAL.
I. TIMORE RAILEOAD.
TIMORE RAILEOAD.
Commencing MONDAY, April 13, 1563. Trains will leave Depot corner of BROAD bireet and WASH-INCTON Avenue as follows:way-Mail Train at 350 A. M. (Sundays excepted) for Balumore, stopping at all Regular Stations, connecting with Delaware Railrosd at Wilmington for Crisseld and Intermediate Siztions.
Express Train at 12:00 M. (Sundays excepted) for Balumore and Washington, stopping at Wilmington, for Crisseld and Intermediate Siztions.
Express Train at 12:00 M. (Sundays excepted) for Balumore and Washington, stopping at Chester, Thurlow, Linwood, Charmont, Wilmington, Newport, Sianton, Newark, Elkton, Northeast, Charlestown, Perryvilie, Havre-de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Bun.
Night Express at 10:00 P. M. (Daily) for Eastimore and Washington, Stopping at Perryvilie, Batware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Secord, Salisbury, Princess Anne, and connecting at Cristeld with Bost for Fortress Monroe, Netfork, Portamouth, and the South.
Batumore will take the 12:00 M. Train. Via Cristeld will take the 11:00 P. M. train.
Stopping at all stations between Philadelphia and Willington.
Leav Philadelphia at 11:00 A. M., 30, 500, 700, 200

BAILROAD LINES.

1868 -FOR NEW YORK.-THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON BAILROAD COMPANY LINES. EROM PHILADELPHIA TO MANY UNES. AND WAY PLACES. FROM WAINUT STREET WHARF. A1530 A. M., VIS CADDER AND ADDON ACCOMPON-BONTING, DURBOROW & CO., AUCTION RERS, Nos. 22 and 234 MARSET Stress, DOT ner of Bank stress. Sporeshors to John B. Mynrs & Co. ABO OF BARK SIFER. SDOCEMORY to John B. Myters 4 16 LAEGE POSITIVE SALE OF CARPETINGS. 200 FILUES F.CON OIL-CLOTHS, ETC. On Friday Storates. Averat 21. al. 11 0 clock on four months' credit, about 200 pieces Instain, Venilian, list, henic, sol-lage, and my carpetings. [3 15 31 FIFST LAEGE FEREMPTORY BALE OF FRENCH AND OTHER EUROPEAN DRY GOCDS, FOR FAIL OF 1888. On Monday Morning. August 21. al 10 clock on four months' credit, about soc lots of French, India, German, and British Grygeods. [8 20 24

AUCTION SALES.

GI3 goods. 18 20 22 LAEGE PERFMPTORY RALE OF 2010 CASES BOOTS, SHOES, TRAVELLING SAGS, ETC. On Theaday merning. Aug 25. st 10 0'clock, on 4 months' credit. [8 19 52

M. S FOUETH Birest. NOS. 139 AND 14

Sale at No. 323 S. E. aventh streat, SUPERION WALNUT HOUSEHOLD FUPNI-TTER, SADEONE BLUSSELS, INGRAIN, AND OTHER CARTERS ET AND OTHER CARTERS ET Con Friday Monning, August 24st, at Heosince, by caralogue, the superior within furnition, incompose carpets, bair mattressel, Clims, glassware, success forcadore, etc. 31845

Sale at No. 1427 N. To'rreenth strees, HANDSOME WALNUT PARLON AND DINING. LOOM FUNNTURE, ELEGIANT FRENGH FLATE PINR MITROR. LAUE CURTAINS, BEUSSELS, AND OTHER CORPETS, ELC, ETG. On Monday, August 21 At 10 C'clock, will be sold, by catalogue, the entire benshold furniture, BODS for reot. TOHOMAN SERCH & SON AUGUSTOR

THOMAS EIECH & SON, AUCTIONEERS AND COMMISSION & P.R. HANTS, No. 110 OH ESS UT Street, rear entrance No. 107 Bansom M.

Also, two superior parlor organs, by George Wirth C.Co., entirely new.

C. D. MCCLEES & CO. AUCTICNEERS

SALE OF 1500 CASES BOOTS, SHOES, BROGANS,

SALE OF 1500 CASES BOO'S, SHOES, EROGANS, BALMOAALS, ETC, On Monday morning, August 24, commercing at 10 o'clock, we will self by catalcage, for cash, 1000 cases Mee's, Bays' and Youths' Boots, Shoes Brogans, Baimorals, etc. Also a superior assoriment of Women's, Missey' and Children's City-made Goods. MARTIN BROTHERS, AUCTIONEERS,-Classey Savesnee for M. Thomas & Saus

ML (I stely Sateshien for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor.

No. 529 CHESNUT St., rear entrance from Minor. Fale No. 115 Swain street. HANDSOME OILED WALNUT FURNITURE, HINK ENGLISH BRUSSELS AND VENETIAN CARPETS, Fic. On Tuesday Morning. 28th instant, as 10 Octock, at No. 1511 Swain street (north of Coa'es street, apoys Fitteentn street), by catalogue, the entire Furniture, Including very hand-some olied walnut and hair Cloch Parior Furniture, superior oak dining-room Furniture, three anita handsome olied walnut chamber Furniture, three hair Mattresses, spring Beds, fine China and Glassware, wa'not Center Tables, Venetian Binda, handsome Engitsh Brussels. Ingrain and Venetian Carpets, skitchen wensils, etc. The furniture was made to order, and is equal new in every respect. May be examined early on the morning of sale.

LIPPINCOTT, SON & CO., AUCTIONEERS Ashurst Baliding, No 240 MARKET Street.

FIRST LARGE PO'ITIVE SALE OF FIRST LARGE PO'ITIVE SALE OF SOLD'S AMERICAN AND IMPORTED DRY GOODS, LINEN AND HOSIERY GOODS, NO-'IONS, HOOP SKIRTS, ETC. By Catalogue, on Four Months' Credit. On Wednesday, Argust 26, 1888 commencing at 10 o'clock Included will be found a tull assortment of seasonable goods worthy the attention of buyers. 82046

BAILBOAD LINES.

BALTIMORE AND ORIO RAILROAD .-

B TRAINS BEWEEN WASHINGTON AND BALTI-MORE and WASHINGTON AND THE WEST ARG

MORE. and WASHINGTON AND THE WEST are now run an follows, viz:-FOR BALTIMORE. Leave dally, except Sunday; at 700, 745, and 1230 P. M., and 200, and 430 and 8455 P. POR ALL WAY STATIONS. Leave dally, except Sunday, at 700 A. M., and 200 and 845 P. M. FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION. Leave at 615 and 700 A. M., and at 200 and 435 P. M. FOR ANNAPOLIS.

FREIGHT LINES FOR NEW YORK AND

FREIGHT LINES FOR NEW YORK AND F ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting tailroads, from Wainut street wharf. INCREASED DESPATCH. Freight for all way points on the Camden and Amboy, Frechold and Jamesburg, and Burlington County Rahroads, forwarded at 12 o'clock Noon For Trenton, rrinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Rails roads, forwarded at 25 P. M. Freight received from 7 A. M. to 6 P. M. A slip memorandum, specifying the marks and mmbers, ahlpers and consignees, most in every in, stance be sent with each had of coeds. WALTER FREEMAN, Agent, No. 326 S. Delaware Avenue, Philadeiphia.

PRINCIPAL DEPOT

FOR THE SALE OF

UNITED STATES REVENUE STAMPS.

NO. 304 CHESNUT STREET.

CENTRAL DEPOT.

No. 103 S. FIFTH STREET, PHILADELPHIA.

(One door below Chesnut street).

ESTABLISHED A. D. 1862.

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are allowed:-

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....12 00 nooi 8'50 P. M10'05 A. M

We have constantly on hand

On \$20.....

CEIPT, a matter of great importance.

Our stock comprises all the denominations

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Drafts on Philadelphia Post Office, Green-

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C O R N E X C H A N G E RAG MANUFACTORY. JOHN T. BAILEY & CO., REMOVED TO N. E. corner of MARKET and WATER Streets. Philadelphia. DEALERS IN BAGS AND BAGGING OUVERY description. for

DEALERS IN BAGS AND BAGING Of ain, Flour, Ball, Super-Phosphate of Lime, Bone Dest, Side Large and small GUNNY BAGS constantly on hand, also, WOOL SAUKS, JOHN T. BAILET, JAMES CASCADEN,

The commission is payable in stamps.

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TWO PER CENT.

At 5:30 A. M., via Cambon And dation. At8.4. M., via Camiden and Jersey City Ex-At 3 80 P. M., via Canden and Arnuoy Express., 300 At 3 80 P. M., via Candon and Jersey City Ex-

Deland d. and 10 A. M. 1, 2, 8, 3 50, 4 10, 6, and 11 30 P. M., for Florence.

for Florence. At some and 10 A. M., 1, 2, 8, 3 30, 4 30, 6, and 11:30 P. M., at some and 10 A. M., 1, 2, 4:30, 4, and 11:30 P. M. for edgewater, filvernice, Rivert n. and Paimyrs, 2 P.M. for Riverson and 3:30 P. M. for Paimyrs, 2 P.M. At \$20 and 10 A. M., 1, 5, 4:30, 6, and 11:30 P. M. for Find House

At 5. Weight 10 A. M., 1, 5, 439, 5, and 1130 P. M. for Figh House. The 1 and 1139 P. M. Lifes lowve from Markes Street Earty (upper midd). EROM KESSHPSTON Disport. At 11A. M., vis Schusston and Jensey Chy, New York Express Line Fare 33. Al 7 and 11 A. M., 220, 330, and 5 P. M. for Trenton and Prized. And st 105 A. M. for Helton. At 7 and 11 A. M., 230, and 5 P. M. for Moriny line and Friede. And st 105 A. M. for Helton.

At 7 and 10 to A. M., 2'80, and 5 P. M. for Schemels

At 7 and 1040 A. M., 230, and 5 P. M. for Schenols and Fedducton
 At 7 and 1045 A. M., 230, 4, 5, and 6 P. M. for Coruwells, 9 orrisolate, Holmesourg, Tacony, Wissino-ming, Bridesburg, and Frankford and at 8 P. M. for Holmesourg and intermediate stations.
 FROM WEST Further Deletion of the Property of the Connecting Residence, the Connecting Residence, and 10 00 and 12 P. M. New York Express Lines, via Generating Residence, 23 and 12 P. M. New York Express Lines, via Generating Residence, 23 and 12 P. M. New York Express Lines, via Generating Residence, 24 and 25 and 26 and 27 p. M. New York Express Lines, via Generating Residence, 24 and 25 and 25 p. M. for Trenton.
 At 930 A. M., 120, 630, and 12 P. M. for Trenton.
 At 930 A. M., 120, 630, and 12 P. M. for Trenton.
 At 930 A. M., 120, 630, and 12 P. M. for Trenton.
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 At 930 A. M., 120, 630, and 12 P. M. for Trenton.
 At 930 A. M., 120, 630, and 12 P. M. for Trenton.
 At 930 A. M., 120, Corusette Torrisate, Houmes burg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Deput take the car

Fifty pounds of baggage only are allowed each

Whill leave from foot of Courtland street at 7 A. M., 1 and 4 F. M., and 12 night via Jersey City and Cam-ber, at 8540 P. M. via Jersey City and Kensington; at 5 A. M., 12 M., and 5 P. M. via Jersey City and West

¹diadeichia, From Pier No. 1 North River at 5 30 A. M. Accoom-nodation, and Z. P. M. Express, via Ambay and anden, WILLIAM H. GATZMER, Agent.

CHORTEST ROUTE TO THE SEA-SHORE

CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT. FIVE TRAINS DALLY TO ATLANTIC CITY.

PHILADELPHIA AND ERIE BAILROAD.-

General Super

follows:- wrastward, follows:- wrastward, Mail Train leaves Philadelphia...... in it leaves Williamsport..... in arrives at Erie... in a arrives at Lock Haven... in baves Williamsport.... in baves Williamsport.... in but arrives at Lock Haven... Ermirs Mall leaves Williamsport.... in but arrives at Lock Haven...

111

"In 1860 there were twenty stock insurance companies in Boston-capital \$5,100,000, and sixteen companies out of the city-capital \$1.403.000.

"In 1868 the Boston stock companies are the American, Boston, Boylston, Firemen's, Franklin, Hide and Leather, Independent, Mercantile Marine, National, Neptune and Washington, each of \$300,000 capital; the City Fire, Eliot, Hope, Tremont, North American, Prescott and Shoe and Leather, of \$200,000 each; the Manufacturers', of \$400,000; and the Merchants', of \$500,000; being twenty in all. The aggregate stock capital of Boston is \$5,600,000, or nearly \$2,000,000 less than in 1837. The loss is, however, made up by the immense number of agencies of companies chartered in other States and countries, and of mutual insurance companies. Thus the State insurance report for 1868 gives a list of eightyone foreign fire and marine offices doing business in Massachusetts, mostly in Boston. There are also sixty-three mutual offices in this State; of which fifty one are fire, eight are marine and four are fire and marine.

"Some of these foreign agencies do an immense business in State street. One of them, of New York, with its immense capital and profits, is a most formidable rival to the city stock insurance companies. By the terms of their charters the Massachusetts insurance companies can only take 10 per cent. of their capital on any one risk, which restricts the larger portion of the offices to a risk of \$30,000. while their New York rivals, unrestrained by law, can issue a policy ten times as large, or equal to their whole single carital, and even more if the directors see fit to do so. It is partly owing to this sort of competition that, while the property and commerce of Boston have increased so enormously since 1837, the stock insurance capital of the city and State have actually decreased.

-Over three hundred thousand Bostonians patronized the public baths in July.

SHIPPING.

SHIPPING. SAFETY, SPEED, AND COMFORT, PURTHER REDUCTION IN PASSAGE PURTHER REDUCTION IN PASSAGE PURTY AND ALL AND ALL AND ALL AND PURTY AND ALL A

at Newport. The steamer OLD COLONY, Captain Simmons, leaves Tuesday, Thursday, and Saturday, at 4 P. M., landing at Newport. These steamers are fitted up with commodious

These strainers are inted up with contactions state-rooms, water-tight compartments, and every arrangement for the security and comfort of passen-gers, who are afforded by this route a night's rest on board, and on arrival at NEW FORT proceed per rail-road again, reaching Boston early on the following

morning. A baggage master is attached to each steamer, who

receives and tickets the baggage, and accompanies therame to its destination. A steamer runs in connection with this line between NEWPORT and PROVIDENCE daily, fundays ex-

repied. Freight to Boston is taken at the same rates as by Frei, ht to Boston is taken at the same rates as by any other regular line, and forwarded with the great-est expedition by an express train, which leaves NEW PORT every morning (Sandays excepted), at 7 o'clock, for Boston and New Bedford, arriving at its destination about H A. M. For freight or rassage, apply on board, or at the office, on PIER 28, NORTH RIVER. For state-rooms and berths apply on board, or if it is desirable to ac-cure them in advance, apply to No. 72 BROADWAY. New York.

LONDON AND NEW YORK STEAMSHIP LINE. Passage to London direct, \$110, \$75, and \$50 currency Excursion tickets at reduced rates available for 6

Excursion the nontha, ATALANTA, BELLONA, CELLA, WM. PENN, Freight will be taken and through bills of lading Freight will be taken and through bills of lading given to Havre, Antwerp, Rotterdam, Amsterdam given to Havre, Antwerp, Rotterdam, Amsterdam

and Durkirk, For passage apply to ROBERT N CLARE, No, 26 BROADWAY, New York, For freight apply at No. 54 SOUTH street, M. Y. 2267] HOWLAND & ASPINWALL, Agenta,

CUNARD LINE OF EXTRA STEAMERS, CUNARD LINE OF EXTRA STEAMERS, EETWEEN NEW YORK AND LIVERPOOL. FROM NEW YORK EVERY WEDNESDAY, TRIPOLI, RATES OF PASSAGE: SSI GOID

abin 500 Frassage 500 Gold. Ecerage Lickets from Liverpool or Queenstown at Oshin West rates, For Freight and Cabin Passage, apply at No. Sowing Green. For Steerage Passage, apply at No. 69 Broadway, 2 267 E. CUNARD ONLY DIRECT LINE TO FRANCE THE GENERAL TRANSATI ANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST. The splendid new yessels outble favorile ronte for the Continent will sail from Pier No. 50 NORTH SAPULEON ... Lemarle

 Z261
 GEO, MACWENZIE, Agent, No. 58 BROADWAY,

 IVERPOCL AND GREAT WESTERN STEAM

 Data of the second stream of

WILLIAMS & GUION, NO. 71 WALL Street.

For sheeingt passage to WILLIAMS & GUION, No. 25 BROADWAY,

Arrival. DN SUNDAYS, Leave Philadeiphna at 8 00 A. M. and 200 P. M. Leave West Chester at 740 A. M. and 200 P. M. Trains leaving Philadeiphia at 715 A. M. and 450 P. M., and leaving West Chester at 730 A. M. and 450 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and Intermediate points. Passengers are allowed to take Wearing Apparel only, as Eaggage, and the Company will not in any case be responsible for An amount exceeding one hundred doilars nhess a special contract is made for the same. HENRY WOOD, General Snp't, Philadeiphis, April 1st, 1888. 4 102

FOR CAPE MAY VIA WEST JERSEY RAIL-

FOR CAPE MAY VIA WEST JERSEY RAIL-KOAD.-From foot of MARKET Street (Oppar Ferrs). Commencing SATURDAY, July 18, 1888.
 Trainia leave as follows for Cape May:-Traina leave as follows for Cape May:-Traina leave as follows for Cape May:-Traina leave as follows for Cape May.-Traina May Mail and Passenger train leaves Philadel-phila at 716 A. M. Returning leaves Cape Island at 510 P. M. Cape May Express, due at 872 P. M. Sunday Mail and Passenger train leaves Philadel-phila at 716 A. M. Returning leaves Cape Island at 510 P. M. Cape May Express, due at 872 P. M. Sunday Mail and Passenger train leaves Philadel-phila at 716 A. M. Returning leaves Cape Island at 510 P. M. Cape May Express, due at 875 P. M. Sunday Mail and Passenger train leaves Cape Island at 510 P. M. Cape Islam at 616 A. M. Communiation Tickets between Philadelphia and Cape May at the following rates:-Annual Tickets, \$100, Quarterly Tickets, \$50, for sale at the office of the Company in Camben, N. J. Through Tickets can be procured at No. 828 Chesnut street (under the Ciptinenial Hotel), where orders can also be left for Baggae, which wild be called for and checked at residences by the Union Transfer Company. WEST JERSEY RAILBOAD LINES. For Bridgeton, salem, & Hivine, Vinemad, and fa-terme are as atons, & S00 A. M. and 330 P. M.

WEST JERSEY RAILROAD LINES. For Bridgeton, salem, h illylie, Vinesand, and in-terneto are stations, et SOUA. M. and SOP M. For Cape May, 990 A. M., 315 P. M., and 4 P. M. Woodbury Accountmodut on train at 600 P. M. Bridgeton and Salem Freight Train iteaves Camden daily, at 12 (noon.) Cumbutation Checks between Philadelphis and all stations at reduced rates. WILLIAM J. SEWELL, Superintendent, July 2, 1868.

July 2, 1868.

PHILADELPHIA AND BAI.TIMORE CEN TRAL RAILROAD - SUMMER ARRANGE WENT.-On and after MONDAY, A prili2, 1588, trains will leave the Depot, THIRTY-First and OHES-NUT Streets, West Philadelphia, as follows:-At 715 A. M. and 450 P. M., and leave Cking Son at 515 A. M. and Oxford at 6 A. M., and leave Oxford at 25 P. M. A market Train, with Passenger Cars attached.

2'25 P. M. A Market Train, with Passenger Cars attached, will rungon TUF≻DAYS and FRIDAYS, leaving the Rising Son at 1105 A. M.; Oxford, 11:45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junc-tion with a train for Philadeiphia. On WEDNESDAYS and SATURDAYS Train leaves Philadeiphia at 2'30 P. M.; runn through to Oxford.

teaves Philadeiphia at 2:30 P. M.; runs through to Oxford. The train leaving Philadelphia at 7.15 A. M. con-nects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia. The strain leaving Philadelphis at 450 P. M. runs to Rising Sun, Maryland. Passengers are allowed to take wearing apparel Data baggage, and the Company will uotin any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same. HENRY WOOD, 4102

THEOUGH LINE BETWEEN WASHINGTON Thing between Washington and New York are now run as follows, viz.-FOR NEW YORK, without change of cars, Leave daily (except Sunday) at 745 A. M., 12'30 and 7 P. M.

7 P. M FOR PHILADELPHIA. Leave daily (except Sunday) at 746 and 1215 P. M., and 450 and 7 P. M. ON SUNDAY. Leave for New York and Philadelphia at 7 P. M.

only. SLEEPING CARS for New York on 7 P. M. train

BLEEPING CARS for New Fork on 7 F. m. train dairs. Turough Tickets to Philadelphia, New York, or Boston, can be had at the Statuon Office at all hours in the day, as well as at the new office in the Eankers' and Brokers' Telegraph Line, No. 348 Pennsylvanis avence, between Sixth and Seventh streets. See Halumore and Ohis Ballroad advertisemen and schedule between Washington, Baltimore, An mapolis, and the West, Master of Transportation, L. M. COLE, General Ticket Agent, L. M. COLE, General Ticket Agent, 2251] GEO. S. BOONTZ, Agent, Washington,

FAST FREIGHT LINE, VIA NORTH FENNEYLVANIA RALLBOAD, to Wilkes-barre. Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its pranches.

nil points on Lengi valoy Mairoat and its brabtices. By new arrangements, perfected this day, this road is enabled to give increased despatch to merchanding consigned to the above named points. Goods delivered at the Through Freight Depot, E. E. corper of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre. Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day. [7 2]] ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE

No. 120 CHESNUT Streat, forwards Parcels, Packages, Elerchandlae, Bank Note, and Specie, either by its own lines or in connection with oil.s Express Companies, to all the principal towns and either the Hould States.

9.979

Anisotry, Fotsvine, Fot Chicki, and an points beyond. Mais cose at the Philadelphia Post Office for all places on the road and its branches at 5 Å. M., and for the principul stations only at 2:15 P. M. BAGGAGE.-Dungan's Express will collect Bag-gage for all trains leaving Philadelphis Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot. Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD.

DIMMER TIME, TAKING EFFECT MAY 11, 1868. The trains of the Pennsylvania Central Ralroad leave the Lepot, at THIRTY-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 toirty minutes be-fore its departure. The Chesnut and Walnut streets cars now within one source of the Desot.

ars run within one square of the Depot. On Sundays-The Market Street cars leave Front Wilmington. Lesy: Philadelphia at 11'00 A. M., 3'30, 5'00, 7'00, and 14'30 (daily) P. M. The 5'00 P. M. Train connects with Delaware Bairoad for Harrington and interd Market streets thirty-five minutes before the de

and Market streets thrity-five minutes before the de-parture of each train. Bies ping Car Tickets can be had on application at the Ticket office N. W. corner Ninib and Chesnut Streets, and at the depot. Agents of the Union Transfer Company will call for and deliver buggage at the depot. Orders left at No. 90 Chesnut Street, or No. 116 Market street, will

TRAINS LEAVE DEPOT, VIZ:-

 and R² S(daily) F. M. The Stor Harrington and Integr-mediate stations.
 Leave Wimington 700 and 810 A. M. (daily), 120
 And 730 (daily) P. M. The Sto A. M. Train will not stop between Chester and Philadelphia.
 FROM BALTIMORE TO PHILADELPHIA.
 Leave Baltimore 725 A. M., Way-Mail; 940 A. M., Express; 225 P. M., Express; 655 P. M., Express; 856
 P. M., Express.
 BUNDAY TRAIN FROM BALTIMORE, SUNDAY TRAIN FROM BALTIMORE, Caves Baltimore at 555 P. M., Stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Ekton, and Newara to take passengers for Philadelphia and leave passengers from Washington or Baltimore.
 Through tickets to all points West, South, South, west, may be procured at the Ticket Office, No. 825 CHESNUT Street, and et the Continental Hotel, where, also, state-rooms and berths in sleeping cars at their residence by the Union Transner Company 484 H. K. KENNEN, Superintendent.

Market streets, ABRIVE AT DEPOT, VIZ .-

Parkeeburg Train.....
 On and after SATURDAY, July 4, trains will leave VINE Street Ferry as follows:

 Special Excortion
 6'15 A, M, Freight, with passenger car attached

 Special Excortion
 9'15 A, M, Street Ferry as follows:

 Attached
 9'15 A, M, Street Ferry as follows:

 Attached
 9'15 A, M, Street Ferry as follows:

 Special Excortion
 9'15 A, M, Street Ferry as follows:

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 Street Ferry as follows: 9'15 A, M, Street Ferry as follows:

 Street Ferry as follows: 9'15 A, M, Street Ferry as follows:

 Street Ferry as follows: 5'18 P, M

 Lancaster Train
 Lan

Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are issued, 33. The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to notel or cottage at Atlantic City. Additional ticket offices have been located in the Reading Hosm of the Continental Hotel, and at No. 625 CHESNUT Street. 7 844 D. H. MUNDY, Agent,

BUMMER TIME TABLE, BUMMER TIME TABLE, Through and direct roate between Philadelphia, Estimore, Harrisburg, Williamsport, to the North-west, and the Great Oil Region of Fennsylvania. FileGaNT BLEEPING CARS on all Night Trains. On and siter MONDAY, May 11, 1865, the trains on the Philadelphia and Eric Railroad will ron an follows:-

GET THE BEST-THE BOLY BIBLE-HARD Ing's Editions-Family, Pulpit and Pocket Bible in beautini faitles of Torkey Morocco and antique bindings. A new edition, arranged for photographic petrislis of familian. WM. W. HARDING, Publisher, WO. 55 CHESKUT Sizes baiew Fourth