EUROPE.

Later News by Steamer.

By arrivals at New York yesterday, we have European advices to September 2.

The London *Times*, in its issue of the 2d inst., thus comments on our treaty with China:—

The announcement of a mission to the Courts of Europe from a government whose past treatment of its relations with Western nations had well nigh caused despair in those who had looked forward with hope, when the treaty of Tientsin was signed, to the undisturbed development of friendly intercourse with the Chinese people was hailed here with satisfaction. The prospect held out by the utterances of the Americo-Chinese Envoy on his arrival in New York—that "China finds that she must come into relations with this civilization that is pressing up around her; feeling that, she does not wait, but comes out to you and extends her hand"—implying that the Chinese rulers contemplated a step forward in the direction of fulfilment of their obligations, contracted and uncontracted, was more than welcome.

We are interested far beyond any other country in a trade which already amounts to one hundred millions sterling in the year. We are alive to the immense benefit which cannot fail to accrue to us from the development of that commerce to the proportions possible to it; those proportions meaning, besides other things, the not insignificant advantage to us as a manufacturing people of clothing the teeming millions of that empire, causing China almost to surpass India in worth to us. We harbor no sinister designs on the rights of either Government or people. Of this we have given practical proof by the terms to which, in common with the French Government, we restricted ourselves when we dictated at Pekin the convention of 1860. Our sole desire is that the Chinese Government may not be tempted to revert again to its policy of isolation and hostility, which it once fairly abandoned, and that so lately as the year last named, that we may be spared further conflict, and our legitimate commerce being suffered to expand in security, free from underhand interference, we may gain the opportunity of cementing by the ties of a common interest a friendly alliance with the Chinese people.

For reasons of the above nature, the cordial reception of a mission with a character such as that announced by its envoy was guaranteed, although we might, if so minded, have taken umbrage at the selection that has been made, to the exclusion of our own countrymen in favor of an American gentleman who does not even count among his qualifications any knowledge of the language of the court from which he comes accredited. Under no obligations to the United States, the Chinese government is under obligations positive and weighty to ourselves; for, oddly enough, ever since the termination of our last war in 1860, we have been doing little else in China than rendering it service, so acting doubtless under the impression that we should thus place beyond question the sincerity of the friendship proffered. From the latter half of the year 1861 to 1864 we were crushing the Taeping Rebellion, which there is no room for doubt would, but for our aid, have triumphed. Other important services might be chronicled by which the tottering dynasty obtained a new lease of life. In establishing a trustworthy administration, which was of our devising, and the assent to which on the part of the treaty powers was due to our instrumentality, for the collection of the revenue upon foreign trade, which has now reached the high annual of 12,700,000 sterling, and which the Chinese Government, left to its own resources, would be utterly incompetent to collect, we have contributed in no mean degree to the maintenance of a Government long since bankrupt in its exchequer. Hence, it would have exhibited a graceful appreciation of such services had the Chinese Government made choice of an Englishman with a knowledge of the language in place of an American without it. But, doubtless, the choice is justified by the objects which the treaty clauses concluded by the envoy with the United States disclose. Its aim would seem to be nothing less than the reinforcement of the Chinese rulers in their old attitude of passive resistance and unfriendliness. It is a pity that the foreign counsellors whom they have at their elbow should have supplied them with advice so mistaken and mischievous. A retrograde policy on the part of China at this date is simply out of the question; it is at variance with the tendencies of the age, is condemned by all the experience of the past and can bear but one fruit—chronic hostility. There is an irresistible law of progress which China must, like all other countries, obey or suffer.

The compact which this supplementary treaty aims in effect at exacting from all foreign powers is to let China remain stationary for all time. To acquiesce in a condition so absurd, and as unavailing as absurd, would be, indeed, simply to court fresh wars, and to fling away the chief gain, as will be found whenever that treaty is carried into effect, of the Treaty of Tientsin, which was to transfer by degrees from the hands of the Government to those of the people the power to imperil our relations whenever this might chance to suit the purpose or convenience of the former.

We rise from the perusal of this treaty, we are bound to say, with the conviction that there is more underneath it than appears on the surface. It bears distinct traces of foreign inspiration, and it is our belief that this mission did not originate with the Chinese Government at all; that the idea of enlisting Mr. Burlingame as a temporary recruit for furthering Chinese ends, so far from being spontaneous, emanated from a foreign brain, and was suggested by the departure of the American Envoy, then on the eve of quitting Pekin. The plan was, no doubt, joyfully welcomed by the Chinese ministers, who, having but one object at heart gave but one instruction, "Stop all progress; as to the rest, *carte blanche;* say and do what you like." The treaty concocted by the mission on its passage from China is the result before us.

English Books about Russia.

In a notice of Mr. G. T. Lowth's "Around the Kremlin," just published in London, the *Spectator* says:—"In the Public Library at St. Petersburg a special compartment is reserved for books written about Russia by foreigners. There it is easy to form a tolerably correct idea in a few days of the reports on Russian manners and customs which Western travellers have laid before their countrymen. Some of those drawn up by Germans are good. Haxthausen and Kohl, for instance, have in their different ways gathered together a most creditable amount of information, and the German residents in Russia have contributed to the collection a number of useful historical and scientific works. The books by French authors are for the most part absurdly incorrect, but at all events, they often have the merit of being amusing. The Parisian tourist talks great nonsense, but it is so well expressed that it may be recommended to readers who only wish to while away their time. But the English books for the most part have not even this merit. Not only are they almost always incorrect, but they are generally dull. The country being little known in England, every one who has lounged away a week at St. Petersburg or Moscow looks upon himself on his return home as competent authority on Russian matters, and straightway proceeds to print such extraordinary statements as may well make Russian critics wonder with what manner of intellect their English visitors can possibly be endowed. The same old stories are repeated in almost all their productions, the same strange misconceptions characterize them throughout. There are a few, no doubt, which may be spoken of with respect, but for the most part, they are a discredit to our literature. Nor is the fact to be wondered at, considering that they are generally founded upon exceedingly meagre books of reference, and to a great extent composed of stories picked up in the course of conversation with singularly ignorant and prejudiced individuals. The ordinary English resident at St. Petersburg is not exactly the best possible source of sound information, his judgments on what is going on around him cannot invariably be relied upon, his sympathy with the people among whom he is involuntarily thrown is not of the liveliest nature, his views can scarcely be called extended, his decision can hardly be considered conclusive, and yet in all these books of travel he is perpetually cropping up as an authority from whose sentence there is no appeal. The Russians find it difficult to understand why this should be the case. Knowing that the English are famed as travellers and as writers of sound books, they are lost in amazement at the utter poverty and unsoundness of that branch of our literature which is devoted to the Russian Empire.

The *Spectator* adds:—"It would have been as well if Mr. Lowth had omitted the last few pages of his book. In them his evil genius had prompted him to speak about Russian literature, a certain stumbling block in the way of the unwary tourist. Some of his Russian friends were talking on the subject one evening, and he has gathered up the scraps of their conversation. According to him one of them made the sage remark that 'there are writers of fiction in Russia besides the historcals Keranzin and Solovieff,' and strongly recommended him to read 'a work by Pouchkine called "A Society of Gentlefolks in the Country,"' which made quite a sensation in Russian society when it appeared, about five or six years ago.' This is equivalent to making an Englishman advise a Russian visitor to read Sir Walter Scott's story called 'Barchester Towers.' Pouchkine died about 30 years ago, and the book referred to is Tourguenieff's charming story, the 'Dvoryanskoe Gnyezdo.' Mr. Lowth continues:—'I had not then read the story mentioned. Various other authors were named—Sicherbina, Kriloff and Griboyedoff. All this was only further proof of the growing sentiment of nationality among the Russian people—of a growing appreciation of native talent.' Any one might fairly imagine that all the authors named in this sentence had sprung into repute within the last two or three years, the fact being that Griboyedoff was murdered at Teheran in 1829, and Kriloff's death took place in 1844. Still more singular than this literary criticism is the remark that 'a national drama and a national music are taking their place as parts of the great social life of the country.' Mr. Lowth seems to have heard Glinka's opera, 'A Life for the Czar,' about which every tourist for many a year past has had his say, and to have fancied it was a new work."

The New Bridge at Niagara Falls.

One of the chief objects of interest at Niagara Falls this season is the new suspension bridge, which is slowly building. This bridge is intended only for carriages and foot passengers, being too light to be available for railroad purposes, and is much more convenient to the town than the other. On the American side the towers are within a few hundred feet of the Falls, and the cables are already swung across to corresponding towers close to the Clifton House. In some respects this bridge is more remarkable than the other. In length it exceeds it 450 feet, being 1250 feet in the span. The towers are 105 feet high, and are built 13½ feet apart. Unlike the heavy stone columns of the lower bridge, they are light wooden trestles, twenty-eight feet square at the base and tapering to the top. When finished they will be roofed and weatherboarded.

The bridge will be sustained by two cables, which were swung last winter when the ice filled the river below the Falls. The lower bridge is sustained by four cables. Those of the new bridge are composed of seven strands of twisted steel wire, each measuring two and three-eighth inches in diameter, which form a cable about nine inches thick. The ends are fastened by the new shackles invented by Mr. Hewlett, of Niagara, in a manner very different from that formerly adopted. The strands of the cable are untwisted at the ends, and hang separately from the tops of the towers. Each is secured to a separate shackle, which looks something like a pulley with a fixed wheel. These are grooved so as to hold the cable by means of friction, independent of the fastenings at the ends, if necessary. The shackles are of various lengths, so as to divide the strain as much as possible, and are secured to a base firmly planted in beds of masonry eighteen feet square. This will probably hold the weight of the bridge against any ordinary pressure; and unless the slight towers are racked and weakened by the lateral motion caused by the high winds of the winter season, it will probably last as long as the other. The inside measurement of the bridge will be ten feet in the clear. As this will barely enable carriages to pass each other, it is a wonder that an additional two feet were not added when the cables were swung.

The work of building the bridge was begun in May, 1867; and its completion was promised before the close of the present season. It should and doubtless would have been finished before this had the work been entrusted to a more competent and practical engineer. Mr. Samuel Keefer, a Canadian, has charge of the work; and perhaps a more injudicious choice could not have been made by the company. A great deal of time and money have been wasted on worthless experiments; and instead of costing $59,000, as was originally estimated by the engineer, it has already exceeded that amount, and will cost at least $200,000 in gold before it is ready for use. But little has been done this season; and its completion will not be possible under another year at least. An American corporation, the Suspension Bridge Company, is building it.

PATENTED JULY 7, 1868.

PHILADELPHIA EAST INDIA

COCOANUT COMPANY,

TRADE MARK. LEDGER PLACE

Rear No. 52 North SECOND St., Philada.,

MANUFACTURERS

PREPARED COCOANUT, FOR PIES, PUDDINGS, CAKES, ETC. ETC. [9 15 tuths3m

PATENTED SEPTEMBER 8, 1868.

BOSTON AND PHILADELPHIA

SALT FISH COMPANY.

DESICCATED COD FISH FOR FAMILY USE.

ONE POUND EQUAL TO FOUR POUNDS RAW FISH.

Warranted to keep in any climate for any number of years. Great saving in freight, shrinkage, and decay. One-third of a pound makes a meal for seven persons.

Sample cases 24 and 48 pounds each.

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FURNISHING GOODS, SHIRTS, &C

H. S. K. C.

Harris' Seamless Kid Gloves.

EVERY PAIR WARRANTED.

EXCLUSIVE AGENTS FOR GENTS' GLOVES.

J. W. SCOTT & CO.,

5 27 2rp NO. 814 CHESNUT STREET.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE.

PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO.,

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JOHN CRUMP.

CARPENTER AND BUILDER,

SHOPS: NO. 215 LODGE STREET, AN 8vo 1733 CHESNUT STREET,

12 PHILADELPHIA.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 25, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 6:45 A. M.—Accommodation for Fort Washington.

At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville Milton, and Williamsport. Arrive at Mauch Chunk at 12:05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11:55 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 8:45 A. M.—Accommodation for Doylestown, stopping at all Intermediate Stations. Passengers for Willow Grove, Hatboro and Hartsville, by this train, take Stage at Old York Road.

At 10:20 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1:45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2:35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 3:15 P.M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown, and for Sumneytown to North Wales.

At 4:15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville take stage at Abington; for New Hope at Doylestown.

At 5:00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehanna Evening Train for Easton, Allentown, Mauch Chunk.

At 6:20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11:30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9:00 and 11:05 A. M., 2:00 and 3:30 P. M.

11:05 A. M. and 2:00 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 1:45 P. M. connect at Bethlehem at 6:05 P. M., and arrive in Philadelphia at 8:30 P. M.

From Doylestown at 8:25 A. M., 5:00 and 7:00 P. M.

From Lansdale at 7:30 A. M.

From Fort Washington at 9:30, 10:45 A. M. and 1 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:00 P. M.

Doylestown for Philadelphia at 7:00 A. M.

Bethlehem for Philadelphia at 4:30 P. M.

Fifth and Sixth Streets Passenger Cars convey passengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points, at Mann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH Street.

FREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting Railroads, from Walnut street wharf.

INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon.

For Trenton, Bordentown, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

Freight received from 7 A. M. to 6 P. M.

A ship memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods.

WALTER FREEMAN, Agent,

No. 228 S. Delaware Avenue, Philadelphia.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.

By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above points.

Goods delivered at the Through Freight Depot, S. E. corner 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 21] ELLIS CLARK, Agent.

PROPOSALS.

PROPOSALS FOR CORN AND OATS.

HEADQUARTERS DISTRICT OF THE INDIAN TERRITORY, CHIEF QUARTERMASTER'S OFFICE, FORT GIBSON, C. N. August 22, 1868.

Sealed Proposals in duplicate will be received at this Office until noon on MONDAY, the 5th day of October, 1868, for furnishing the Quartermaster's Department with supplies, to be delivered as follows:

FORT GIBSON, Cherokee Nation, 10,000 bushels of Corn.

FORT ARBUCKLE, Chickasaw Nation, 20,000 bushels of Corn.

FORT ARBUCKLE, Chickasaw Nation, 5000 bushels of Oats.

All bids to furnish the above must be for sound merchantable Corn or Oats, subject to the inspection of the officer or agent of the United States receiving the same.

Proposals must in all cases specify the kind and quantity of Corn or Oats the bidder desires to furnish, whether in sacks or bulk.

Each bid must be accompanied by a good and sufficient guarantee from two responsible parties setting forth that in the event of its acceptance, they will give ample security for the faithful performance of the same.

The right to reject any or all bids that may be offered is reserved.

Proposals must be plainly indorsed "*Proposals for Corn,*" or "*Proposals for Oats,*" as the case may be, and addressed to the undersigned at Fort Gibson, C. N.

Payment to be made in Government funds on delivery of the Corn or Oats, or as soon thereafter as funds shall have been received for that purpose.

Delivery to commence on or before Nov. 1 1868, and to continue at a rate of not less than 3000 bushels per month until the contract is filled.

By order of

Brevet Major-General B. H. GRIERSON,

A. F. ROCKWELL, Brevet Lieut.-Col., A. Q. M. U. S. A., Chief Q. M. District Indian Territory. 9 14 6t

OFFICE CHIEF QUARTERMASTER, DEPARTMENT OF LOUISIANA. NEW ORLEANS, LA., Sept. 7, 1868.

Sealed Proposals are invited and will be received at this Office until 12 M., THURSDAY, the 24th of September, 1868, for the furnishing and construction of an iron fence around the National Cemetery at Chalmette, La. (near New Orleans).

Said fence will be 5124 feet long. Foundation Blocks for the railing to be of concrete, imbedded two feet in the earth; dimensions, 22x18x18.

Plans and specifications can be seen at the Office of the Quartermaster-General U. S. A., Washington, D. C.; at Office of Depot Quartermaster, New York city; at Office of Depot Quartermaster, Philadelphia, Pa., and at this Office.

The ability of the bidder to fulfill his agreement must be guaranteed by two responsible persons.

No bid will be entertained from any party who has hitherto failed in his engagements with any branch of this Government.

Bids will be opened at time above named, and bidders are invited to be present.

The United States reserves the right to reject any or all bids.

Proposals must be indorsed "Proposals for fence at Chalmette Cemetery," and addressed to the undersigned.

By order of the Quartermaster-General U. S. A.

CHARLES H. TOMPKINS, Brevet Brig.-Gen. and Chief Quartermaster, Department of Louisiana. 9 12 9t

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.,

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WHOLESALE DRUGGISTS.

IMPORTERS AND MANUFACTURERS OF

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For the Laundry.—Free from Oxalic Acid.—See Chemist's Certificate

A Patent Pocket Pincushion or Emery Bag in each Twenty Cent Box. [7 27 mwf3m

For sale by all respectable Grocers and Druggists.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET WHARF.

At 5:30 A. M., via Camden and Amboy Accommodation.....$2·25

At 8 A. M., via Camden and Jersey City Express Mail.....3·00

At 2 P. M., via Camden and Amboy Express.....3·00

At 3:30 P. M., via Camden and Jersey City Express.....3·00

At 6 P. M., for Amboy and intermediate stations.

At 5:30 and 8 A. M., 2 and 3:30 P. M., for Freehold.

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

At 5:30, 8, and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M. for Bordentown, Burlington, Beverly, and Delanco.

At 5:30 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M. for Florence.

At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Riverton and 3:30 P. M. for Palmyra.

At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Fish House.

The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare $3.

At 7 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol.

At 7 and 11 A. M., 3:30, and 5 P. M. for Morrisville and Tullytown.

At 7 and 10:15 A. M., 2:30, and 5 P. M. for Schenck's and Eddington.

At 7 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Railway.

At 9:30 A. M., 1:00 6:30, and 12 P. M. New York Express Lines, via Jersey City, Fare $3·25.

At 1 A. M., Emigrant Line, Fare, $2.

At 1:20 A. M. on Mondays only—New York Express Line, Fare $3·25.

The 9:30 A. M., and 6:30 P. M. Lines will run daily. All others, Sundays excepted.

At 9:30 A. M., 1:00 6:30, and 12 P. M. for Trenton.

At 9:30 A. M., 6:30 and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 36 minutes before departure. The cars on Market street Railway run direct to West Philadelphia Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9:30 A. M. and 6:30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. From Kensington Depot.

At 7:00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:00 A. M and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO. AND PEMBERTON AND HIGHTSTOWN RAILROADS, From Market st. Ferry (upper side.)

At 7 and 10 A. M., 1, 3:30, and 5:30 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Millstone, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

September 14, 1868. 9 15 1t

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE,

commencing SUNDAY, September 13, 1868. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Way-Mail Train at 8:30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisfield and Intermediate Stations.

Express Train at 11:45 A.M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:30 P. M. (Daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11.45 A. M. Train. Via Crisfield will take the 11:30 P. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:35, 5:00, and 7:15 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (daily), 1:20, 4:15 and 7:30 (daily) P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mail; 9:35 A. M., Express; 2:25 P. M., Express; 8:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company

4 5 R. P. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT, —On and after MONDAY, April 13, 1868, Trains will leave as follows:—

Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7:15 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 7 P. M., 11 P. M.

Leave West Chester for Philadelphia, from Depot on east Market street, at 6:15 A. M., 7:15 A. M., 7:30 A. M., 10:45 A. M., 1:55 P. M., 4:20 P. M., 6:55 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5:30 P. M.

Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. 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 7:15 A. M., and going West will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

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

ON SUNDAYS.

Leave Philadelphia at 8:00 A. M. and 2:00 P. M.

Leave West Chester at 7:45 A. M. and 5:00 P. M.

Trains leaving Philadelphia at 7:15 A. M. and 4:5 P. M., and leaving West Chester at 7:30 A. M. and 4:50 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 Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD, General Sup't.

Philadelphia, April 1st, 1868. 4 1 tf

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.

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

ELEGANT SLEEPING CARS on all Night Trains.

On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

Mail Train	leaves Philadelphia	11·15 A. M
" "	leaves Williamsport	8·20 A. M
" "	arrives at Erie	8 50 P. M.
Erie Express	leaves Philadelphia	12 00 noon
" "	leaves Williamsport	5·50 P. M
" "	arrives at Erie	10·05 A. M.
Elmira Mail	leaves Philadelphia	8·00 A. M.
" "	leaves Williamsport	6·30 P. M
" "	arrives at Lock Haven	7·45 P. M.

EASTWARD.

Mail Train	leaves Erie	11·00 A. M
" "	leaves Williamsport	10·15 P. M.
" "	arrives at Philadelphia	7 10 A. M.
Erie Express	leaves Erie	7·40 P. M.
" "	leaves Williamsport	8·15 A. M.
" "	arrives at Philadelphia	5·00 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage checked through.

ALFRED L. TYLER, General Superintendent.

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WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT. From foot of MARKET Street (Upper Ferry). Commencing WEDNESDAY, September 16, 1868.

TRAINS LEAVE AS FOLLOWS.

For Cape May and stations below Millville, 8:15 P. M.

For Millville, Vineland, and intermediate stations 8:15 A. M., 3:15 P. M.

For Bridgeton, Salem, and way stations 8:15 A. M. and 3:30 P. M.

For Woodbury at 8:15 A. M., 3:15, 3:30, and 6:00 P. M.

Freight train leaves Camden daily at 12 o'clock noon.

Freight received at second covered wharf below Walnut street, daily.

Freight Delivered No. 228 South Delaware avenue.

WILLIAM J. SEWELL, Superintendent.

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WILLIAMS, GRANT, COMMISSION MERCHANT, No. 88, DELAWARE Avenue, Philadelphia, AGENT FOR Dupont's Gunpowder, Refined Nitre, Charcoal, Etc. W. Baker & Co.'s Chocolate Cocoa, and Broma. Crocker, Bros. & Co.'s Yellow Metal Sheathing, Bolts and Nails. 1 23

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 7:30 A. M. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6:20 P. M., arriving in Philadelphia at 9:15 P. M.

MORNING EXPRESS.—At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Pamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:05 A. M. Returning leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING ACCOMMODATION—Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8:05 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M.; arriving at Philadelphia at 6:45 P. M.

Harrisburg accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12:45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 5:15 P. M.; leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45 and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 6:20 A. M., 1:00, and 5:45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Collegeville at 8:27 A. M. and 1:40 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., 5:00 and 8:00 P. M., passing Reading at 1 A. M., 1:30 and 10:10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 3