#### TELEGRAPH-PHILADELPHIA, THURSDAY, JULY 22, 1869. THE DAILY EVENING

# MUSICAL AND DRAMATIC.

#### Dramatic Items.

-The New York Clipper gives the following details about the cost of running a firstlass theatre in New York:-

We are frequently asked by correspondents to state the amount of money expended each hight or week by a manager of a theatre. whether he is not making an independent fortune every week, and many other similar questions relative to the theatre, and we have therefore gone to considerable trouble to find

out, as near as possible, the actual weekly expenses of a manager, and will therefore take our readers behind the scenes "for this time The stage and all the people employed on and about it are under the direction the stage manager, whose salary is from \$75 to \$100. In a theatre like Niblo's or Wallack's, the company consists of one juvenile man, leading man, heavy man, first and second old man, three walking gents, one character actor, first and second low comedian, leading lady, first and second row come-dian, leading lady, first and second old woman, juvenile lady, soubrette, heavy woman, three walking ladies, ten utility men and women, and supernumeraries. For these the salaries range from \$100 to \$10. And here we might state that actors have some queer hotions of their own, which nothing can change. While, with some people, no part is too good for them, few parts are good enough. In every theatre in this city, last season, excepting Wood's Museum, each and every member of the company was engaged for a special line of business; while, at the Museum,

Manager Wood engaged them with the understanding that every actor or actress must play just what he or she is called upon to play; in fact, to make themselves generally useful, and work for the interest of the management. This is as it should be, but how few there are in the profession willing to accept "the situation!" A manager always desires to cast a piece as strongly as he can, and often casts the walking gent or the juvenile man for a part that he would play exceedingly well, but which these gentlemen refuse to accept, because it is a utility part, and threaten to leave the theatre sooner than play it. Of course the manager must succamb, and while the juvenile or walking gent (who may not other-(wise be required in the piece) walks about doing nothing during the run of said piece, he draws his salary the same as usual, and the manager is censured by the public for the weakness in some portion of the cast of the piece. While the men are bad enough, the adies are still worse, and are so jealous of one another in the same company that it is with the greatest difficulty they can be made to keep their temper. We know of an instance where the juvenile lady had a part in which a song was to be given. So jealous was the leading lady (both of whom were in the same piece) that she insisted upon having a song also, and the manager allowed her to introduce one. A "boy's part" in a piece will cause more trouble than anything else, for we all know the weakness of the majority of lady professionals in wishing to show their legs; and since the padding business has been brought to such perfection, the desire to "be a boy again" is greater than ever, the "pads" being so woven into the flesh-colored leggings that it is impossible for any one, excepting an old theatre-goer, to detect the artificiality. We shall never forget one night when we were witnessing the pantomimic acting of a certain French Spy actress, to see the pads slip down to the heel. Then things did look bad, and the symmetry of the lady was considerably damaged. But he was leading member of Vokes & Co., and to resume. Unless a spectacular piece is for the last few years had filled starring enbeing produced, no more than six or eight ballet girls are needed in a theatre. get from \$8 to \$15 weekly. It is generally supposed that ballet girls are of very easy virtue. A greater mistake than this was never made; like everything else, there can always be found black sheep in a flock of ballet girls, we very well know, but we also know of many a ballet girl getting only \$10 a week at the theatre, who supports a widowed mother and from three to four brothers and sisters, and, notwithstanding the many temptations they are thrown among, they are ornaments to society. When a spectacle is produced, the ballet is increased to twentyfive or thirty ladies. Then there is the prompter, who commands a salary of \$30; the call-boy, \$15; supernumeraries, at 50 cents a night; the carpenter, and from three to five assistants. A good carpenter is worth \$50 and the assistants \$25, who, besides doing the work for the stage during the week, shift the scenes at night. The property man is one of the most useful "articles" about a theatre. It is his duty to make or provide all the properties used in the place, including the stage furniture, leg of ham, pot of soup, and thousands of little things. His salary ranges from \$30 to \$50. Then there are men up in the rigging loft who attend to the flies and the curtain wheel, wardrobe keeper and assistants, at a salary of \$20 and \$10. There are from two to three scene painters at a salary of from \$60 to \$100. The back door-keeper has \$10, and two women to clean the theatre every day at \$6 each. The orchestra consists of the leader, at \$100, and from twelve to sixteen musicians, whose salaries range from \$30 to \$18 a week. The gas man and fireman make the forces behind the curtain complete. In front of the house we find a treasurer at \$30, two assistants in office at \$15 each, two doorkeepers at \$12 each, six ushers at \$8 each, and two policeman at \$12 each, making, altogether, over one hundred persons regularly employed throughout the season. The gas bill is from \$90 to \$150; rent, about \$600; license, \$600 (a year); and insurance, advertising, and printing, \$450; bill posting, \$15; and two per cent. upon the gross receipts is paid the revenue department. Generally speaking, ballet girls have to find all the clothes they wear on the stage, and pay for the same out of their small pittance. Actresses furnish all the wardrobe that may be required in plays of modern life. In bringing out a spectacle, the cost of canvas for new scenes is great, also for the silks and satins worn. When a star plays an engagement he generally shares the gross receipts with the manager after a certain amount (generally from \$250 to \$350 per night) is deducted. Sometimes a manager engages a star on a certainty of \$1500 or \$2000 a week, or he may give him 20 per cent. of the receipts, or one-third of the gross receipts. This may appear to be a great deal of money, and many will wonder how it is that so few star actors retire from the stage rich, when, in truth, there are very few that can command \$500. Some managers retire rich, but we often find them retiring with very little. Managers are bored to death by would-be dramatic authors, parties who, from having visited the theatre several times, imagine that they can write a play, and at it they go, manufacturing plays without plot or inci-dent, the spelling in which is execrable and the grammar exceedingly loose. Managers are so pestered by these "authors" that it is very difficult for a "live author" to get the manager to read his work, unless he has some power behind the throne to assist him. Authors get from stars from \$500 to \$1000 for a sense. One paper is now doing her a very serious

new piece; and when they write one for a manager the author gets either from \$15 to \$50 a night for it so long as it rans, or a percentage of the receipts.

-Miss Lizzie Price, who has been playing the part of "Dora," in Charles Reade's beautiful drama of that name, with much success in New York, was tendered the role of "Arrah Meelish," in Arrah-no-Poque, at Niblo's, but her demands for adary-\$150 per week-did not suit the ideas of the management, and she was consequently not engaged.

-The Lydia Thompson troups are in the last week but one of their present engagament at Niblo's Garden. This is the fortyfourth week of the engagement of this troupe in this country. For eighteen weeks they attracted good andiences to Wood's Museum. where they presented Ixion, or the Man at the Wheel, for thirteen weeks. On December 8 Ernani was given, and ran for five weeks then the troups closed at Wood's and opensi Niblo's Garden, on February 1, in The Corty Thicces, This was presented seventeen weeks, when Sinhad the Sailor was produced and will continue the attraction to the close o the engagement. The troupe close on July 31, when Miss Thompson, Beckett, and Mr. Henlerson will take a couple of weeks' rest at Niagara Falls, from which place they proceed to Buffalo, N. Y., and play one week, and go thence to Elmira, N. Y., for two nights, after which they go to the Arch Street Theatre, Philadelphia, August 28, for a few weeks They then proceed on their tour through the West and South, visiting all the cities of note as far as New Orleans, returning to New York about March to play a farewell engagement.

Joseph Jefferson has bought Ranlett place, at Hopokus, on the Saddie river, Bergen county, N. J., for \$30,000. He takes immediate possession. This property was formerly owned and improved by the late William H. Ranlett, architect, subsequently by Mr. Forrester, who sold it to "Old Rip. It is a charming spot, lying on both sides of the river, with a fine brook trout in the rear, a capital old brown-stone house and spacious outbuildings, the whole surrounded with innumerable fruit and shade trees.

-Susan Denin has already got into the English courts. On June 25 an action was brought at the Bloomsbury County Court by her husband, Mr. Morris, against Messra. Shepherd & Creswick, of the Surrey Theatre, London, to recover the sum of £12 16s. 9d., being half the gross receipts taken on May 6 last upon the occasion of Miss Susan Denin's benefit. The lady's counsel stated that the plaintiff is an American lady, and came to that country to obtain a London engagement. She appeared at the Standard and other places. She obtained an engagement at the Surrey, and she was to have a benefit and was to receive half the gross receipts provided she obtained the assistance of a "star" or number of "stars" to appear on the said night. She obtained the services of the Vokes Family, but it was denied that they were stars, and  $\hat{\varepsilon}$ was paid into court as the amount owing. He then called Mr. Corbyn, a theatrical agent, who stated that he acted as agent to Miss Denin, and arranged the engage ment with Messrs. Shepherd & Creswick. H knew the Vokes Family, and considered they were a "star" and not a stock company. They had many engagements, and at time earned £55 per week. A "star" was an artiste engaged for a definite number of nights, and not a regular member of any company. He was acquainted with Mr. Macready and knew that he performed at the Haymarket for a term, but he was decidedly a "star" of the first magnitude. Mr. Frederick Vokes said gagements only, in Sheffield, Plymouth, and other places; also at the Crystal Palace, for which he was paid £25 per week, and the Alhambra, for which he received £30 per week, and he worked both places the same day. He had filled no engagements but starring ones during the past two years. Mr. Nimmo, theatrical agent, stated that he had been connected with the profession for forty years, and was acquainted with every "star" in the world, and he was decidedly of opinion that the Vokes Family were "stars," and acknowledged "stars." On the bills for the benefit in question their names were printed in large type, as the names of "stars" generally are. Mr. Shepherd stated that Miss Denin wished to perform in the fifth act of Richard the Third. He said he had no dress, and it was then agreed that if he would provide the dresses she would bring the Vokes Family as an equivalent. The Vokes Family might be music hall "stars," but were certainly not, in his opinion, theatrical "stars." His honor said that as neither the lady nor her husband were present to dispute the agreement stated to have been made, he must decide for the defendants. Judgment for the defendants, with costs, was then given.

injury and disgusting all sensible admirers of the lady by copying all the adulatory criticisms that appear in the Boston papers, and by finding fault with those who do not think that she is the greatest singer that ever visite ! thes shores. Miss Gal a and her troups will hortly visit Cape M v, and will thence make a tour of the other watering places, giving a series of performances.

## RAILROAD LINES.

R FROM PHILADELPHIA TO THE INTERIOR PINNSYLVANIA, THE SCHUYLKILL, SUS-EDANNA, CUMBERLAND, AND WYOMING OF PENNS QUEDANN VALLEYS,

THE NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSZNGER THAINS, JULY 11, 1860. Leaving the Company's Depot at Thirtsenth and Callowhill streets, Philadelphia, at the following

hours:- MORNING ACCOMMODATION.

at 630 P. M.; arrives in Philadelphia at 945 P. a. MORNING EXPRESS. At 845 A. M. for Reading, Leoanon, Harrisburg, Potoville, Pinegrove, Tamaqua, Suniory, W.J. and port, Elmira, Rochester, Niagara Falls, Baffaco, Wilkenbarre, Pittaton, York, Cariisle, Unambersburg,

Hagerstown, etc. The 7:30 A. M. train connects at READING with tast Pennsylvania Rairoad trains for Allensowu, etc., and the S'15 A. M. train connects with the Lebanon Valley train for Harrisborg, etc.; and Lebanon Valley train for Harrisborg, etc.; and PORT CLINTON with Catawissa Rairoad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR-HISBURG with Northern Central, Cumberland Val-ley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-burg, Binggroup at Schurger, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS.

Ar FERNOOS EA PARSS. Leaves Philadelphia at 840 P. M. for R saling, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:25 A. M., stopping at inter-mediate stations: arrives in Philadelphia at 4:30 A. M. Returning, leaves Philadelphia at 4:53 P. M.; arrives in Pottstown at 6:40 P. M. READING ACCOMMODATION.

READING ACCOMMODATION. Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 19:15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; ar-rives in Reading at S P. M., and connects with the market train for Potraville. Trains for Philadelphia leave Harrisburg at 5:10 A. M could Detraville at 0 A M arriving in Philadelphia

M., and Pottsville at 9 A. M., arriving in initiadel-phia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Philadeiphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M., and Harrisburg at 440 P. M. Connect-ing at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945

Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 Å. M., connecting at Reading with accommodation train for Philadel-

phia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at s A, M., and Philadelphia at 515 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 425 P. M.

CHESTER VALLEY RAILROAD. 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 6:10 A. M., 1:00 and 5:45 P. M.

at 640 A. M., 1400 and 545 P. M. PERKIOMEN RAILROAD. Passengers for Skippack take 740 A. M., 430 and 545 P. M. trains for Philadelphia, returning from Skippack at 645 and 845 A. M. and 1400 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 A. M. and 5 and 8 P. M., pass-ing Reading at 105 A. M. and 159 and 10-19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M. and 10:50 P. M., passing Read-ing at 5:44 and 7:31 A. M. and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 and 5 P. M. Sleeping cars accompany these trains through be, ween Jersey City and Pittsburg without obsurge hanes

change. A Mail train for New York leaves Harrisburg at \$10 A, M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 650 and 1120 A. M., and 640 P. M., returning from Tamaqua at \$35 A. M.,

## RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE BAILEOAD. TIME TA-BLE. Communencing MONDAY May 10, 1869. Trains will leave Depot corner Broad street and Washington avenue as follows. Way Mail Train at 8 20 A. M (Sundaysexcepted), for Baltimore, stopping at all regular stations. Connecting with bein wars Railroad at Wiming-tor for ariginal and intermediate stations.

Connecting will and intermediate stations Express Train at 12 M. (Sundays excepted), for Baitmore and Washington, stopping at Wilming-ton, Perrylite, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 400 P. M. (Sundays excepted), for Faitmore and Washington, stopping at Ohes-

for Estimore and Washington, stopping at thes-ter, Thurhow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Ellaton, North Last, Charlestown, Perryville, Havro-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's,

deen, Ferryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Nigat Express at 11:30 P. M. (daily), for Balti-more and Washington, stopping at Chester, Thur-low, Linwood, Claymout, Wilminston, Nowark, Elistor, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. 1 assensers for Foriress Monroe and Norfolk will take the 15 00 M, train.

00 M, train. WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington Lesve Fhiradelphia at 10 co A. M., 2 39, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Lesware Rairoad for Harrington and Interme-diage Stations.

diate Stations. ave Wilmington 6 39 and 8-10 A. M., 1 30, 4 15, and 7.00 P. M. The 8.10 A. M. Train will not stop between Chester and Philadelubia, The 7 P. M.

between Chester and Philadelubia. Tus 7 P. M. Train from Wilmington runs daily; all other Ac-commodation trains Sundays excepted. From Baltimore to Philadelphia --Leave Balti-more 7.25 A Ri., Way Mali; 9:35 A. M. Express; 2:35 P. M. Express; 7:25 P. M. Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia. Perryman's, Aberdeen, Havra-de-Jrace, Perryclite, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester

PHILADELPHIA AND BALTIMORE CENTREAL RATINOR BALTIMORE CENTREAL RATINOAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimere Central Railroad Leave Philadelphia for Port heposit (Sund systexcepted) at 700 Å. M. and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 750 P. M. The 7 00 Å M. Train will stop at all stations between Philadelphia and Lamokin.
A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 150 P. M. ranning to Oxford.
Leave Port Depest for Philadelphia (Sundays excepted) at 5 40 Å. M., 9 25 Å. M., and 2 30 P. M.

Leave Fort Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M. Leave Chadd's Ford for Philadelphia at 615 A. M. A Sunday Train will leave Philadelphia at 810 A. A. M. for West Grove and Intermediato stations. Returning, will leave West Grove at 430 P. M. Trains leaving Wilmington at 030 A. M. and 415 P. M. will connect at Lamokin Junction with the

M. and 4:30 P. M. trains for Baltimore Central Rallroad. Through tickets to all points West, South, and

Southwest may be procured at Tloket Mee, No. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer

Company, H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent. PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD, TIME TABLE. On and after MONDAY, May 3, 1809. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 435, 506, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 P. M. P. M. Leave Germantown at 6, 7, 754, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 454, 5, 514, 6, 654, 7, 8, 9, 10, 11 P. M. The 820 down train and 354 and 554 up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 915 A. M., 2, 405, 7, and 1054 P. M.

10% P. M. Leave Germantown at 845 A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M. Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:95 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. 9-25 P. M

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M. Leave Norristown at 5:40, 6½, 7, 7½, 9, and 11 A. M., 1½, 8, 4½, 6½, 8, and 9½ P. M. The 7½ A. M. train from Norristown will not stop

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty pfutes before its departure. The Chesnut and Walnut streets cars run within ene square of the Depet.

sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninih and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call

for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention. Mail Train

 
 Mail Train
 8:00 A. M.

 Faoil Accommodat'n, 10:30 A. M., 1:10 and 7:00 P. M.
 Fast Line

 Frast Line
 11:50 A. M.

 Eric Express
 11:50 A. M.

 Harrisburg Accommodation
 2:30 P. M.

 Lancaster Accommodation
 4:00 P. M.

 Parkesburg Train
 8:20 P. M.

 Cincianati Express
 8:00 P. M.

 Eric Mail and Pittsburg Express
 10:30 P. M.
 8.00 A. M.

Philadelphia Express, 12 night. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12

Philadelphia Express leaves daily. All other

trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered, by 5 P. M., at No. 116 Market street.

Alarket street. TRAINS ARRIVE AT DEPOT, VIZ.:-Cincinnati Express. Philadelphia Express. Paoli Accommodat'n, 8'20 A. M., 3'40 and 6'20 P. M. Via Watt

Finite optimized at 'n, 8 20 A. M., 3 40 and 6 20 P. M.
Frie Mail 9 35 A. M.
Fast Line 9 36 A. M.
Fast Line 9 40 P. M.
For further information, apply 16 440 P. M.
For further information, apply 16 40 P. M.
For further information, apply 16 40 P. M.
For further information, apply 16 40 P. M.
Fast Line 9 40 P. M.
For further information, apply 16 40 P. M.
For further i

SAMUEL H. WALLACE, The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner unless taken by modul contrast owner, unless taken by special contract. EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa. 1869. -FOR NEW YORK, -THE CAMDEN 1869. AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW

INES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. FROM WALNUT STREET WHARP. At 0.30 A. M., via Cambon and Amboy Accorn. \$2:25 At 8 A. M., via Cambon and Jerrov City Ex. Mail 8 00 At 9 W. via Cambon and Jerrov City Ex. Mail 8 00 At 2 P. M., via Camdon and Amboy Sxpress. 3 90 At 0 P. M., for Amboy and intermediate stations. At 630 and 8 A. M. ard 2 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 12 M., 2, 3 30 and 4 30 P. M., for Trenton.

STATE

At 8 and 10 A. M., 12 M., 2, 5 50 and 3 50 F. M., 17 Trepton. At 650, 8, and 10 A. M., 12 M., 2, 3 63, 4 30, 6, 7, and 11 30 P. M. for Bordentown, Florenbe, Burlington, Beverly, and Delanco. At 650 and 10 A. M., 12 M., 3 30, 4 30, 6, 7, and 11 30 P. M. for Edgewater, Elverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton, The 11 30 P. M. line leaves Market Street Ferry Course oldo.

The 11 30 P. M. line leaves Market Street Ferry (upper side). FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, 83. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. aud 6 P. M. for Bristol.

or Bristol.

THE RSDAT, only set below Sprace street. Through bills of hading given in connection with S. C. R. R. to points in the South and Soutawest. Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to E. A. SOUDEN & CO., 2 92tr DOCK STREET WHARP.

Trenton and Brittol, and at 10 is A. M. and 6 P. M. for Bristol.
At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissin ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.
FKOM WEST PHILADELPHIA DEPOT, Via Connecting Railway.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jorsey City. Fare, \$3:25. At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York torn.

in gold (including wine), TO BREST OR HAVRE.

AUO TION SALES.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

CHERNUT Street, rear catrance No. 1107 Sanson street. Sals at the Auction Store, No. 1107 Sanson street. SUPERIOR PARLOR, CHAMBER, LIBRART, AND DINING-ROOM FURNITURE, BRUSSELS AND OTHER CARPETS MANTEL AND PIER GLASSIES, ROSEWOOD PIANO FORTE, REVEL CONDHAND FURNITURE, FTO. At 9 o'clock, at No. 110 Chesses attact, will be add a hold formiture, comprising sown and second dard House-horas transition of superior mow and second dard House-horas formature, correct with plush, reps, and hair clock, Hestis of waltent chamber furniture, of various stylins, finalised in oil, walnut and oak dining-rooms furniture, Russels, furnain, and Venetiand carpets, China, glass, and engravings, etc. The uniture is now arranged for examination, with atabejues. The MANNES & SONS, NOS, 159 AND 144

M. THOMAS & SONS, NOS. 139 AND 141

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.) No. 5220 OHIESNUT Street, rear entrance from Mise-

D. MCCLEES & CO., AUCTIONEERS, C. D. MCCLEES & C.

BUNTING, DURBOROW & CO., AUCTION-

D EERS, Nos. 2012 and 234 MARKET Street, corner of Bank street, Suncessors to John B. Myers Co. L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

BSOOTTS ART GALLERY, No. 1020 CHESNUT K EENAN, SON & CO., AUCTIONEERS, NO

SHIPPING.

FOR LIVERPOOL AND OURENSTOWN Inman Line of Mail OURENSTOWN Inman Line of Mail Crew of London, Saturday, July 24, at 1 P. M. Chy of Baitimore, via Hailina, Thesday, July 27, at 1 P. M. Chy of Baitimore, via Hailina, Thesday, July 27, at 1 P. M. Chy of Washington, Saturday, August 7, at 1 P. M. Chy of Cork, via Haifina, Thesday, August 7, at 1 P. M. Chy of Cork, via Haifina, Thesday, August 7, at 11 P. M. And each succeeding Saturday and alternate Thesday, from Pier 45, North River. RATES OF PASSAGE

Payable inGeld. Averpool. Talitax 1 John's N. F., by Branch Steamer., t. at reduced rates. Tickets can be baught here at moderate rates by per-tickets can be baught here at moderate rates by per-tickets can be baught here at moderate rates by per-tickets can be baught here at moderate rates by per-tickets can be baught here at moderate rates by per-

Sum wishing to send for their friends, For further information apply at the Company's Offices, JOIN G. DALE, Agent, No. 15 BROADWAY, N.Y., or to O'DONNELI, & FAULK, Agents, 4.5 No. 411 CHESNUT Street, Philadolphia.

CHARLESTON, S. C.

THE SOUTH AND SOUTHWEST.

FAST FREIGHT LINE,

EVERY THURSDAY.

The Steamships PROMETHEUS, Captain Gray, and

J. W. EVERMAN, Captain Snyder, WILL FORM A REGULAR WEEKLY LINE,

The steamship PROMETHEUS will sail on THURSDAY, July 22, at 4 P. M., from Pier No. 17,

and for their fr

PRINT CARDS. Payable inGeld.

Liverpool. Halifax St. John's, N. F.,

Saturday

AT.

Statting"

0.287

Payable in Currency.

## Musical Items.

#### -A Grand French Opera Troups is at present organizing in Paris for a visit to Ame-The troupe will number ninety people. rica. and will be under the management of several of the most experienced operatic managers in this country and Europe. The party will -arrive here about the first of September, and will open at the Academy of Music, N. Y., ou or about September 15th, for six weeks, and will then visit Philadelphia. The troupe; we are told, will be selected from the best talent to be found in France, and every face will be new to America. This will be the first regular French Opera Troupe that has ever visited this country for the purpose of presenting in grand style works of the greatest French omposers, viz., Auber, Meyerbeer, and others. Von Hamme, the well-known ballet master, sailed for Amsterdam on the 17th instant to secure one of the most efficient corps de ballet yet presented in this country. The whole will be under the immediate direction of T. Dryane, a gentleman who appears to know what will please here, as he was in America a few years' ago. Mr. Page, at present business manager for Lucille Western. will attend to the outside business.

-The Richings English Opera Troupe has concluded not to appear at the French Theatre, New York, as was their original intention. Mr. Pennover, the business manager. had, as he supposed, concluded all arrangements with Gran, but when he went to close the affair Grau was so exorbitant and unreasonable in his demands that Pennoyer threw up the house in disgust, and has settled with Mr. James Fisk to open at the Grand Opera House in November for one mouth. Mr Pennover has succeeded in filling his time with the leading managers up to the 1st of next March.

-Miss Susan Galton appears to have achieved a fair success at Selwyn's Theatre, Boston, and the estimate formed of her abilities and attractions by the critics is the same essentially as in this city. Miss Galton will probably appear here next season, and we will be glad to see her, but the chances for her playing a profitable engagement will be materially lessened if she cannot induce some of her indiscreet admirers to restrain their enthusiasm within the bounds of common

15 and 4.15 P. M and 215 and 415 F. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD, Trains leave Auburn at 625 A. M. for Pinegrove and Harrisburg, and at 12 10 noon for Pinegrove and

Tremont, returning from Harrisburg at 6-20 P. M., and from Tremont at 6-45 A. M. and 7-40 P. M. TICKETS. Through first-class tickets and emigrant tickets to

all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train,

Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-

iny only, are sold at Reading and Intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading. COMMUTATION TICKETS.

At 25 per cent, discount, between any points de-sired, for families and firms, MILEAGE TICKETS,

Good for 2000 miles, between all points, at \$52.50 each, for families and firms. SEASON TICKETS.

For three, six, nine, or twelve months, for holders

only, to all points, at reduced rates. EXCURSION TICKETS

From Philadelphia to principal stations, good for saturday, Sunday, and Monday, at reduced fares, to a had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.

Goods of all descriptions forwarded to all the above and Willow streets, MAILS points from the Company's new freight depot, Broad

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2.15 P. M. FREIGHT TRAINS

Leave Philadelphia daily at 435 A. M., 1945 noon, 5 and 745 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

NORTH PENNSYLVANIA RALLROAD.-For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

#### SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:-

At 745 A. M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesburre, Mahanoy City, Pittston, and Tunkhannock.

At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

Scranton, data Essex Railroads. At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton,

ad Hazleten. At 5000 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

town at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 6:45 and 10:45 A. M., and

For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third

and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA From Bothlehem at 9.00 A. M., 2.10, 4.45, and 8.25

AL, From Doylestown at 8.25 A. M., 4.55 and 7.05 P. M. From Lansdale at 7.30 A. M. From Fort Washington at 9.20, 10.35 A. M., and

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

ON SUNDAYS. Philadelphia for Bethlehom at 9°30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Boylestown for Philadelphia at 6°30 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Haggage Express Office, No. 195 S. FIFTH Street. ELLIS CLARK, Agent.

at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken. ON SUNDAYS Leave Philadelphia at 9 A. M., 2%, 4, and 7%

P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 6, 5%, 6%, 8'05, 10:05, and 11% P. M. Leave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11% A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M. The 5 P. M. train frem Philadelphia will stop the 5 About Leave and Manwunk.

The 5 P. M. train from Final opins with stop only at School lane and Manayank. ON SUNDAYS, Leave Philadelphia at 9 A. M., 2%, 4, and 714 P. M. Leave Manayank at 7% A. M., 1%, 6, and 9% P. M.

P. M. W. S. WILSON, General Superintendent,

Depot, NINTH and GREEN Streets. FOR CAPE MAY, VIA WEST JERSEY RAIL-

ROAD. COMMENCING THURSDAY, JULY 1, 1869. Leave Philadelphia, foot of Market street, as fol-

ows:--9 00 A. M., Cape May Express, due 12-25. 8 16 P. M., Cape May Passenger, due 7-15. 4 00 P. M., Fast Express (commencing on Satur-

lows:-

July 3), due 655 P. M. mday Mall Train leaves at 7 15 A. M. due 10 45. day, July Sunday Cape May Freight leaves Camden dally at 9 20

A.M. RETURNING, TRAINS LEAVE CAPE MAY, 6 30 A. M., Morning Mail, due 10 06 A. M. 9 00 A. M., Fast Express (commencing on Mon-day, July 5), due 12 07. 5 60 P. M., Passenger, due 8 22 P. M. Sunday Mail Train leaves Cape May at 5 10 P. M. Cape May Freight Train leaves daily at 6 40 A. M. TICKETS. Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camdon, 20 Cou-

be had only of the Treasurer, at Camden. 20 Cou-pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 828

Chesnut street, foot of Market street, also at Cam-den and Cape May, For Millville, Vinciand, Bridgeton, Salem, and

intermediate stations, leave Philadelphia at 8.00 A. M., mail, and 3.30 P. M., passenger. An accommonation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at

30A. M. Commutation books of 100 checks each, at reced rates, between Philadeiphia and all sta-

tions. PREIGHT TRAINS LEAVE CAMDEN

For Cape May, Miliville, Vineland, etc., et For Bridgeton, Salem, and way stations, 12

Freight received at first covered wharf bel

Walnut street. Freight delivery, No. 228 S. Delaware avenue,
 WM. J. SEWELL, Sup't W. J. R. R.

WEST CHESTER AND PHILADELPHIA RAILROAD.-SUMMER ARRANGEMENT.-<sup>1</sup> RAILROAD.-SUMMER ARRANGEMENT.-On and after MONDAY, April 12, 1889, Trains will leave as follows:-Leave Philadelphia from New Depot, THIRTY. FIRST and CHESNUT Streets, 7.25 A. M., 930 A. M., 230 P. M., 415 P. M., 435 P. M., 715 and 1139 F. M.

P. M. Leave West Chester from Depot, on East Mar. ket street, at 6.25 A. M., 7.25 A. M., 7.40 A. M., 10.10 A. M., 1.55 P. M., 4.50 P. M., and 6.45 P. M. Leave Philadelphia for B. C. Junction and inter-mediate points at 12.30 P. M. and 5.45 P. M. Leave B. C. Junction for Fhiladelphia at 5.30 A. M. and 1.45 P. M.

and 145 P. M.

and 145 P. M. Trains leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Philadelphia at 435 P. M. will stop at B. C. Junction and Media only. Passen-gers to or from stations between West Chester and B. C. Junction going East will take train leaving gers to or from stations between West Chester and B. C. Junction going iEast will take train leaving West Chester at 7:20 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:63 P. M., and car will be attached to Local train at Media. The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon is

cars of both lines connect with each train upon its arrival. ON SUNDAYS. Leave Philadelphia for West Chester at 8.00 A.

M. and 2.30 P. M. Leave Philadelphia for B. C. Junction at 7:15 P. M. Leave West Chester for Philadelphia at 7:45 A.

M. and 4.45 P. M.

M. and 4.45 P. M. Leave B. C. Junction for Philadelphia at 6.00 A. M. WILLIAM O. WHEELER, 4.105 General Superintendent.

At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 P. M. (Night), for Morriaville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run delly. All others Sundays executed

daily. All others, Sundays excepted, BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT. At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 730 A. M. and 339 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 339 P. M. Line connects direct with the train leaving Easton for Wangh (bunk Allantawa, Bathabara etc. Manch Chunk, Allentown, Bethlehem At 11 A. M. and 5 P. M. for Lambertville and in-

termediate stations. CAMDEN AND BURLINGTON COUNTY AND MBERTON AND HIGHTSTOWN RAIL. ROADS.

ROADS. FROM MARKET STREET PERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2'15, 3'3', 5, and 6'30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton. At 10 A. M. Galaxiature, Wildert Jone, Casha

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstown

Hightstown. 110 WILLIAM H. GATZMER, Agent.

SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT. THROUGH TO ATLANTIC CITY IN 1% HOURS. TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as fol-

Special Excursion..... Freight (with passenger car).

Express, through in 1% hours. Atlantic Accommedation. Freight (with passenger car). 4-17 P Mull. 417 P. M. Special Excursion. 518 P. M. An extra Express train (through in 154 hours) will leave Vine Street Ferry every Saturday at 200 4-17 P. M 5-18 P. M M.; returning, leave Atlantic City on Monday at 9 40 A. M.

Atco Accomi								
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Hummonton 540 A. M. SUNDAY MAIL TRAIN 

sued, 43. Additional ticket offices have been located in the ading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.

D. H. MUNDY, Agent. 6 29 D. H. MUNDY, Agent. PHILADELPHIA AND ERIE RAILROAD,-SUMMER TIME TABLE.-THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, ID THE GREAT OIL REGION OF PENNSYL

ANDA A CHART OF A CONTROL OF A

follows:-MAIL TRAIN loaves Philadelphis, Williamsport . 10.45 P. M. 8.15 A. M. 9.30 P. M. Williamsport 816 A. 950 P. EPIE EXPRESS leaves Philadelphia. 1150 A. Williamsport 850 P. 4 arrives at Eric. 1000 A. ELMIRA MAIL leaves Philadelphia. 500 A. Williamsport 756 P. 4 Williamsport 756 P. Williamsport . 5:00 A. M. "Williamsport . 5:30 P. M. arrives at Lockhaven . 7:45 P. M. EASTWARD.

11

General Superintendent

PRICE OF PASSAGE

ONLY DIRECT LINE TO FRANCE THE GENERAL TRAYS ATLANTIG COMPANY'S MAIL STRAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST. The spiendid new vessels on this favorite route for the Continent will sail from Pier No. 59, North river, every

At noon, from FIRST WHARF above MARKET

At noon, from Fried within and South Street. THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tenuessee Air Line and Richmond and Danville Railroad. Freight HANDLED BET ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. The renainrity, safety, and cheapness of this route com-

RATES THAN ANY OTHER LINE The regularity, safety and cheapness of this route com-mend it to the public as the most desirable medium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. Steamships insured at the lowest rates. Freight received daily. No. 12 S. WHARVES and Pier 1 N. WHARVES. W. P. PORTER Agent at Richmond and City Point, T. P. CROWELL & CO., Agonts at Nortolk. 6 19

Sailing on Tuesdays, Thursdays, and Saturdays,

REDUCTION OF RATES.

Freight by this line taken at 12 cents per 100 pounds, 4

cents per foot, or 1 cent per gallon, ship's option. Ad-vance charges cashed at office on Pier. Freight received

N. B. Extra rates on small packages iron, metal, etc.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Sorthware

Steamers leave regularly every Saturday at noon from the ivst wharf above Market street.

HYDE & TYLER, Agents at Alexandria. 515

NOTICE.-FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL FXPRESS STEAMBOAT COMPANY. The CHEAPEST and QUICKEST water communica-tion between Philadeiphia and New York. Steamers leave daily from first, wharf below Market street, Philadeiphia, and foot of Wall street, New York. Goods forwarded by ali the lines running out of New York, North, East, and West, free of communicating terms. WILLIAM P. CLYDE & OO, Agents, No. 12 S. DELAWARE A Young, Philadelphia. JAMES HAND, Agent. 502 No. 19 WALL Street, New York.

NOTICE. —FOR NEW YORK, VIA Delaware and Ravitan Canal, SWIFTSURE TRANSPORTATION COMPANY. – DES TATCH AND SWIFTSURE LINE. The basiness by these lines will be resumed on and after the sth of March. For freights, which will be taken on accommodating terms, apply to W. M. BAIRD & CO., 323 W. M. BAIRD & CO., No. 122 South Wharves.

WOODLANDS CEMETERY COMPANY .-

WOODLANDS CEMETERY COMPANY.-ielected forithe year 1860-ELI K. PRICE. President. William H. Moore, Gillies Dallett, Edwin Grebba, Searctary and Treasurer, JOSEPH E. TOWNSEND. Searctary and Treasurer, JOSEPH E. TOWNSEND. The Managers have passed a resolution requiring both The Managers have passed a resolution requiring both the Company. No. 815 ARCH Elsevel, or of anyof the Managers.

C O R N E X C H A N G E BAG MANUFACTORY, JOHN T. BALLEY, N. E. corner of MARKET and WATER Streets, Philadelphia

N. E. corner of "Philadelphia, DEALER IN BAGS AND BAGGING Of every description, for Grain, Flour, Salt, Super-Phosphate of Lime, Bouss-Dust, Etc. Large and small GUNNY BAGS coast', utly on hand, 2 2 Also, WOOL SAUES,

Pier 19 North Wharves.

at all times on covered wharf. JOHN F, OHL,

LORILLARD'S STEAMSHIP

LINE FOR

NEW YORK.