Some of the Bodies Eaten by Sharks!

The European arrived at Aspin wall on the morning of the 2d instant, and on the aftermorning of the 2d instant, and on the afternoon of the same day came alongside the Railroad Company's wharf, generally used by this line and commenced discharging her cargo. Nearly, if not all the local freight had been delivered, when about 7 o'clock on the morning of the 3d, a terrific explosion occurred on board, which tore away the upper part of the ship, and blew several large plates off the side.

The wharf at which the vessel was unloading and which was some 400 feet long, was literally torn to pieces: the superstructure was completely demolished to within a hundred feet of the freight house, and hardly a plank remained in the entire

hardly a plank remained in the entire length of the structure that was not wrenched from its fastenings. Immediately in front of where the vessel lay a gap was cut through the wharf, piles, planking, etc., all disappearing. disappearing.

ship and wharf both caught fire, and the latter was saved from entire destruction only by the exertions of several citizens, who got the fire engine to work, and after a few hours extinguished the flames, regardless of the risk they incurred from another explosion of the burning ship. The P. R. R. Co.'s splendid freight house is left a pile of ruins. The force of air caused by the concussion seems to have reight the the concussion seems to have raised the roof—which was constructed of iron and slate—upwards a few feet, its own weight bringing it down with immense force into the building, and carrying with it both the end walls, leaving the house excepting the side walls, which appear but little, if at all injured, a mass of ruins. It would be difficult to the constant of the c cult to imagine a more complete wreck than that presented by the freight house and

Scarcely a building in the place escaped Scarcely a building in the place escaped without more or less damage, those of a substantial nature suffering most; nearly all the brick and stone buildings were badly injured, but the freight house is the only one we have heard of which has been rendered uninhabitable. Hardly a whole window of glass remains in the city, and the destruction of glassware, crockery and such like is really wonderful. Although many vessels were lying in close proximity to the European at the time of the disaster, none excepting the Carribbean, of the same line, sustained any serious damage. The lastsustained any serious damage. The lastnamed vessel was moored at the opposite side of the wharf from the European and received very serious injury. Her hull externally appears untouched, but the effect of the concussion internally was very severe. We are assured that some immense iron girders nearly twelve inches deep were snapped off like a pipe stem, thirteen of her frames were broken, and knees and braces of the heaviest timber were torn from their places. The strain upon the ship must have been of immense force, and nothing but the superior build and structure of the vessel saved her from being knocked to pieces. All her boats, and in fact everything of a fragile nature, were rendered useless.

The most awful part of the catastrophe was the dreadful loss of life and suffering was the dreadful loss of life and suffering attending it. Of the number of killed and missing it is impossible to give a correct estimate, but from present data, the number may safely be put down at fifty, and is, we fear, more likely to prove over this number than under it. Of the 41 men comprising the crew of the European, 9 have been killed and 12 are missing. Two clerks engaged on the wharf—Mr. Swainson, of the W. I. and P. Steamship Company, and Mr. Calvo of the Panama P. R. Co., were both instantly killed, and of 13 natives or Jamaicans emthe Panama P. K. Co., were both instantly killed, and of 13 natives or Jamaicans employed on the wharf, and in the freight house, none are supposed to have been saved; besides it is believed a small gang of native laborers who had gone on board the unfortunate steamer have met the fate of the others. It will be several days before a correct estimate can be made of the loss. Many bodies were no doubt thrown into the water and picked up by sharks, whilst others are still buried beneath the ruins of the freight house and wharf, or went down with the lil-fated ship.

The scene in Aspinwall after the first ex

plosion cannot be described—it was harrowing in the extreme. Whilst the ruins gavan air of desolation to the place, the man gled and lacerated bodies or pieces of bodies to be met with in every direction for a great distance around the ruin of the disaster were heartrending, and the sufferings of the poor mortals crushed and bruised, in whom life was not extinct, was really dreadful.

Fears being entertained that a second ex-

plosion would occur, and as the cause of the disaster was still unknown, and none of the plosion would occur, and as the cause of the disaster was still unknown, and none of the officers or crew of the ship were left who could give any explanation of its cause, it was thought best to have the burning ship towed into the stream. The Royal Mail steamship, Tamar, which had arrived the evening previous; immediately got up steam and prepared to tow out the burning ship, but before this could be accomplished another explosion took place, though not of sufficient force to cause any injury. It was supposed to be the magazine, which contained a small quantity of powder for ship's use. The Tamar then made fast to the burning hulk, and towed her out. The two vessels had barely reached the opposite side of the bay when another explosion, more terrific than the first, occurred, but fortunately, the ship being far from the city and in deep water, no harm resulted. The last explosion is supposed to have broken up the hull, as in less than half an hour after it occurred the unfortunate ship went down. it occurred the unfortunate ship went down. The top of her smoke-stack is the only part

At first the cause of the explosion was wrapped in mystery, and as no one was saved from the wreck who could give any satisfactory explanation, all was left to conjecture. A boiler explosion was impossible, as there was no steam in the main boiler, and there was no necessity to use the engines as the ship had been lying at the wharf over eighteen hours, discharging cargo. Gunpowder seemed most plausible, but there was none known to be on board, excepting a few pounds in the magazine, for ship's use, which could not possibly cause so much destruction. If any were on board it must be under a false bill of lading, as none appeared on the ship's manifest. Besides it seemed impossible that powder could explode in such immense quantities without creating a cloud of smoke. At first the cause of the explosion was sides it seemed impossible that powder could explode in such immense quantities without creating a cloud of smoke and leaving its marks on everything around; whereas in this case a few minutes after the explosion no traces whatever were visible, excepting the general ruin. It was then discovered that some seventy cases of glonoine or nitro glycerine, one of the most noweror nitro glycerine, one of the most poweror filtro giverine, one of the most powerful explosive agents known at the present day, was on board under an ordinary bill of lading. This at once cleared up the mystery. This compound is used for blasting purposes, and was shipped from Liverpool

for California.

It is, we understand, of a similar com-It is, we understand, of a similar composition, if not the same, as a barrel or box of oil which exploded in Greenwich street, New York, a short time ago. It will be remembered the package was accidentally exploded, tearing down two or three large buildings, and damaging many others. The amount of damage caused by the explosion is roughly estimated at \$1,000.000.

The wounded, so far as found, have all

AT ASPINWALL.

Almost Every House Damaged.

Heart Rending Scenes on the Wharf.

Some of the Bodies Eaten by Sharks!

been cared for. Many of the poor fellows had to undergo severe surgical operations. Several only survived a few hours after reaching the hospital. Some remarkable instances occurred in which property apparently exposed to the full force of the concussion, escaped uninjured, whilst some less exposed was destroyed. One of the most remarkable is that of the American brig Kremlin, of the Boston Ice Company, which lay not more than 100 feet astern of the European, immediately between her and the freight house. The brig escaped almost uninjured; her The brig escaped almost uninjured; her deck cabin was strained a few inches out of place, while the freight house is a complete

Fortunately at the time of the accident only four of the clerks connected with the freight department in Aspinwall, were at freight department in Aspinwall, were at their posts. Two on the wharf, as stated above, were instantly killed; the other two, Mr. Burnham and Mr. Forman, were in the freight house, but with wonderful presence of mind on seeing the roof falling, one climbed over a car and sheltered himself in a window, whilst the other stepped into a doorway, and both were saved. The balance of the clerks were in the neighborinto a doorway, and both were saved. The balance of the clerks were in the neighborhood of the ticket office, seeing the train start for Panama, which by some good Providence had been detained nearly half an hour behind time, and thus saved the lives of most of the young men connected with the freight offices. Had they been in the building many of them must have perished.

perished.
Immediately on the news of the accident being received in Panama, a special train was despatched, taking over medical aid. Dr. Wm. B. Little, U. S. Consul at this port, Dr. Maxwell, U. S. Fleet Surgeon; Dr. Riecker, Panama Railroad Company's Surgeon, and Dr. Kratochwil at once volunteered their services.

geon, and Dr. Kratochwi as once volunteered their services.
Dr. Burchard, of this city, and Dr. Hawkins, of the U. S. sloop St. Mary's were active in rendering aid to the wounded in cooperation with Dr. Eversfield, of the Panama Railroad Company's Hospital, in

In the afternoon the remains of twelve of the victims of this sad catastrophe were conveyed to the Mount Hope Cemetery near Aspinwall, and the remains of others, who died afterwards, were interred yesterday. The remains of the Commander of the European, Capt. Cole, were also buried with Masonic honors yesterday.

The War Between Chile and Spain. By the arrival of the steamer Arizona at New York, we have later news from Central and South America. CHILE,

Additional particulars are received of the Spanish Admiral's attempt to capture or destroy the allied fleet of Chile and Peru, in one of the creeks or channels of the Island of Chiloe. The two Spanish vessels received such damage that they had to return to Valparaiso to refit.

The Acting Commander of the squadron,

Mendez Nuñes, either thinking he had little to do if he took the iron-clad Numancia to the scene of disaster to destroy the allies, or thinking he personally could do more than the commander he had previously sent, proceeded from Valparaiso in the iron-clad, acceeded from the Plance for the charged companied by the Blanca, for the channels of Chiloe to look for the enemy.

Not finding them where he expected, he determined to keep in the neighborhood, and anchored on the first of March in a narrow channel, near a place called "Tibaldad" the Blanca having to lay close in shore, not more than sixty metres from the rocks. A sharp outlook had been, unknown to the Spainards, kept on shore, and the commander of a handful of troops stationed in the neighborhood, marched his men during night, and placed them on a commanding position on the rocks, right above the Blanca to await the muster of all hands on deck in

the morning.

As expected, the Spainards made muster on deck, when the troops poured into them a murderous fire from a distance of not more a murderous are from a distance of not more than a hundred metres. The surprise was most effective, and the troops scattered and took up position over the rocks, continuing

took up position over the rocks, continuing fire with deadly precision.

The Blanca had little scope for her guns at such a range, nor had she any body of men to fire on; the Numancia lying outside of her could render no assistance with her guns, but sent heats which the fire from the rocks. but sent boats, which the fire from the rocks forced to retreat. This work was kept up for about two hours, till the two vessels could get clear of the channel. The loss of the Chilian troops has not been one man. Such is the reception which at every point of the coast will await the Spaniards. There is considerable talk about the like lihood of Valparaiso being bombarded immediately after the sailing of the present

Rumors are going about of disorganization among the Spanish crews; that there had been mutiny on board the Blanca, and that scandal had been created in the squad-ron, by one Commander charging another with cowardice in the matter of the attack on the allied fleets at Chirjahue.

The steamer Uncle Sam arrived at Valparaiso on the 14th, and is reported to have been taken possession of by the Spanish squadron.
The late United States Minister, Hon Thomas Nelson, had delivered his valedictory address to the Government, and his successor, General Kilpatrick, had presented his credentials. Much regret is expressed in Santiago at losing Mr. Nelson, who was

quite a favorite there. PERU. Preparations continue to be busily pushed freparations continue to be bushly pushed forward to receive the Spaniards, and in course of another fourteen days eight torpedees will be ready for use in Callao Bay.

SPEER'S SAMBURG PORT WINE-IMPORT-SPEER'S SAMBURG FORT WINE—IMPORT-ANT LETTER.—PASSAIC, Oct. 20th, 1865.—
This is to certify that Mr. Alfred Speer is a resident of this village, and to my personal knowledge has devoted a number of years to the manufacture of pure and valuable wines. He has a large vineyard within view of my residence and has been any good ble wines. He has a large vineyard within view of my residence, and has been engaged for some length of time in cultivating the Samburg Port Grape. The wines manufactured by Mr. Speer are bottled every season in large quantities, but not disposed of until they have attained the age of four years. The Samburg Port Wine is made from the juice of the Samburg Grape, and cannot be excelled by any American wines. This grape is not generally known, having been grape is not generally known, having been introduced of late years by Mr. Speer himself.

D. B. Sickles,

Central National Bank, New York City. POSTMASTER-GENERAL DENNISON has under advisement the propositions pending in the Senate for the Government to build telegraph lines over the principal post routes of the United States. The matter is referred to Governor Dennison by the Senate, for his opinion as to the feasibility and practability of the plan proposed. If the estimate be correct, ordinary messages can be transmitted at the rate of one-third of a cent per word, and at this rate the work will be self-sus-Postmaster-General will report in favor of the plan, and the indications are that the Senate will pass the bill.

D. U. WILLIAM,

No. 16 NORTH SIXTH STREET.

MANUFACTURER OF

Practical Recuperation.—It is stated by the Lynchburg News, that the farmers of that section, the Piedmont region, Virginia, and in the southwestern portion of the State, and in other localities of Virginia, are assiduously devoting their time and energies to the main objects of raising large crops of the various agricultural produccrops of the various agricultural produc-tions. During the present year preparations have been made for the cultivation of large have been made for the cultivation of large crops of corn, and more than an average amount of cats has already been put in the ground. The wheat crop, it is generally conceded, will not prove an average one, though a better supply will be realized than was anticipated a few weeks ago.

Destructive Fire in Lawrenceville. Between two and three o'clock Thursday afternoon a most destructive fire broke out in the Pittsburgh Acid Works, Lawrence ville, owned by a Boston company under the on the Allegheny Valley Railroad, between Mill and Lathrop streets, and are used for the restoration of vitriol after it has been applied by the first are used for the restoration of vitriol after it has been applied by the first are in the fir employed by oil refiners. The fire originated from an evaporating pan filled with acid, which is supposed boiled over and communicated with the furnace. The flame increased to a large volume by a draft created by the ventilator used for carrying off noxious gasses, and soon the entire works became enveloped, and were entirely con-

The fire then spread right and left. The storage sheds of Huckett, McKee & Co.'s oil refinery, which were above and immediately adjoining the Vitriol Works, became a prey to the devouring element. Five hundred barrels of refined oil were consumed, together with the store-house and barrel-shed; but through the exertions of the employes seven hundred new barrels

Brewer, Burke & Co.'s storage yard for their refinery, situated below and upon the corner of Mills street and the railroad were swept by the flames. They lost five empty oil tanks, their storage sheds and a large stable, but saved two thousand new barrels. They were fully insured.

They were fully insured.

A storage shed and small tank, belonging to Thomas Donnelly were also burnt.

His loss was about \$300, no insurance. The office and stable of Alex. McClintock were also on fire, but the fiames were extin-guished before material damage was done. The buildings were insured. A five-story brick house on the opposite corner of Mill street, the residence of A. D. Anderson, was in imminent danger, and the roof had caught, but the fire was subdued by the caught, but the fire was subdued by the application of saturated carpet.
Farrah & Co.'s loss is \$50,000, on which they have an insurance of \$10,000 in Eastern companies. Hackett, Makee & Co.'s loss will amount to \$12,000. They are fully insurad.

sured. The burnt district comprises an area of about five acres, extending from the railroad to the river, and from Mill to Lathrop street. The flames encircled the storage yard of the Eagle Oil works, in which there were three tanks of oil, owned by Wight man and Anderson, but singular indeed none of them were touched. The entire los of property by the fire is estimated at \$50,000.

—Pittsburgh Gazette.

London Streets.

A London correspondent of the Cincinnati Gazette says: The streets of London have been made matter of public interest in many ways. But as yet no antiquary has given us an account of the naming of these streets. us an account of the naming of these streets. The first thing that strikes the wanderer through them is the poverty of names which seems to have afflicted London, and which shows itself in singular and intolerable repetition of them. There are 36 King streets There are 180 places named Washington, ir America; but fancy how coachmen and strangers in New York would swear at the Father of their country if even 36 streets rather of their country if even so streets in New York were named for him. How loyalty to the throne is compatible with 36 King streets in London, I cannot say. There are 25 Queen with 30 King streets in London, I cannot say. There are 25 Queen streets also, and 3 Queen squares. The House of Brunswick is remembered in 20 George streets and 9 George Yards. There are 34 Charles streets, 25 John streets, 25 Church streets and 10 Church rows, 20 Dringes streets 18 Duke streets 17 James Princess streets, 18 Duke streets, 17 James, 16 Cross and 11 Chapel streets. Besides these there are uncountable variations, such as Old King, New John, Upper Charles, &c. &c. There are 21 New streets, 6 New roads and 8 New courts. 32 streets are named after Queen Victoria. Six of the nastiest streets in London are called Paradisa streets. There is a steachy fitness in the dise streets. There is a stenchy fitness in the naming of Liquorpond street, as there is in the religious literature of Amen Corner, which is reached by Paternoster Row. Some American writer has noticed that the philosopher who admires Frederick and defends slavery should live at Great Cheyne Row, but it may be said for him that one reaches it through Justice Walk. It is inreaches it through Justice Walk. It is intolerable, however, that some of the vilest and meanest lanes should be named after Shakespeare, Newton and Milton. You go to Milton's house by Bread Lane and reflect how much he had to do to get his bread. Many of the names in London are, however, historical and important. Bridewell still preserves the memory of the well of fresh water in St. Brides; Ludgate Hill of the statues with which King Lud adorned it; Ivy Lane of which King Lud adorned it; Ivy Lane of the ivy which grew on the prebendal houses belonging to St. Paul's; Paternoster Row near by, now the great publishing centre, was in superstitions ages the mart of beads resaries, printed paternosters for those who were on their way to worship in the cathedral; St. Mildred's Church still embalma the Saxon Princess Merewald; Old Jewry still marks the spot where the great synagogue stood previous to the banishment of the Jews in 1291; and Labour-in-Vain Hill

is still graphic for one who attempts to The U. S. Treasury. The U. S. Treasury receipts for the fiscal year ending with June, 1865, were as fol-From customs, From customs,
From internal revenue, \$84,928,000

35,175,120 Total receipts, exclusive of land, \$329,567,126 As contrasted with the above, the follow-As contrasted with the above, the following is a statement of the actual receipts of the government from all sources, for the first three-quarters of the present fiscal year which will end with the 30th of June next, as prepared by the Revenue Commission for the use of the Committee of Ways and

Customs receipts to April 1st, 1866, in coin, - -\$128,967,375 Internal revenue to April 1, 128,967,375 1866, 243,890,548 Miscellaneous, premium on gold - 37,183,309

Actual aggregate receipts to April 1, 1866, - - \$410,041,230 April 1, 1866, - - \$410,041,230 From the above it will be seen that the monthly average customs receipts for nine months were \$14,000,000, and the monthly average internal revenue receipts for the same period were \$27,000,000.

The receipts of the Treasury for the first three-quarters of the process the process of the treasury for the first three-quarters of the process the process of the treasury for the first three-quarters of the process the process of the p

three-quarters of the present year were nearly \$80,500,000 more than those for the entire previous year. The estimated receips for the control of the contro previous year. The estimated receipts for the remaining quarter, from all sources, will, it is believed, be sufficient to bring up the revenue for the year ending June 30th next to \$500,000,000, or nearly \$171,500,000 more than those of the year previous.

BLINDS AND SHADES. B. J. WILLIAMS,

VENITIAN BLINDS

AND WINDOW SHADES. The largest and finest assortment i lowest prices. Store Shades made and lettered.

CORSETS. CORSETS AND SKIRTS.—JUST RECEIVED from Paris a fresh supply, latest styles, best WERLY COR-1ETS: also latest Spring Styles DUPLEX SKIRTS, EMPRESS TRAIL, PARIS TRAIL, and "PRIDE OF THE WORLD." at MISS. TEEL'S, CHESTNUT street, above Thirteenth, and also Soull-ELEVENTH street, above Spruce, apig 31* ATHS.—100,000 Laths affoat, for sale by E, A. SOU DER & CO., Dock Street Wharf,

AMUSEMENTS. R isley's continental news exchange CHOICE SEATS

To all places of amusement may be had up to 63 o'clock any evening. CHOICE SEATS AND ADMISSION TICKETS
Can be had at
431 CHESTNUT Street, opposite the Post Office, for
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OF MUSIC, up to 6 o'clock every evening, select MUSICAL SOIREE EVERY EVENING.

AT THE City Chess and Reading Rooms, ap16-24tl No. 12:5 CHESTNUT street, Philada.

THIS (SATURDAY) EVENING, SIXTH NIGHT MISS MAGGIE MITCHELL.
AND LAST NIGHT
OF FANCHON, THE CRICKET,

Now being performed by
MISS MAGGIE MITCHELL WITH

IMMENSE SUCCESS.

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The performance will consist of the Play, in 5 acts, entitled

The performance will consist of the Play, in 5 acts, entitled

FANCHON, FAN

WALNUT STREET THEATRE, N. E. COTHER NAINTH and WALNUT BEGINS 1 to 8.

Of the popular Covedian and Author:

MR JOHN BROUGHAM, MR. JOHN BROUGHAM,
Who, by special request, will reject his great imperconstions of LOCIOR SAVAGE,
in his own porious Comedy of
PLAYING WITH FIRE,
and METAMORA,
In Brougham's Eurleague on the Celebrated Tragedy
of

METAMORA.
MON DAY, April 22d.
MN. EDWIN EOOTH,
Who has the honor of making his first appearance in
Philacelphia for two years, and will give his muchadmired corception and readdition of
OTHELLO, THE MODA OF VENICE,
In Shakspeare's Grand Tragedy of teat name. In Sharspeare's Grand Tragedy of to at hame.

M. R. JOHN DREW'S NEW ARCH STREET

THEATER. Begins at 1, to 8 o'clock.

LAST NIGHT OF L. P. BARRETT.

THIS (Saturday) EVENING. April 21st, 1866.

RICHARD III.

DECOMPOSED L. P. BARRETT.

Poke of Gloster.

King Henry VI.

Mr. F. Mackay

E. I. Tilton

Lady Anne.

To conclude with the glorious Farce of

THE SPECTRE BRIDEGROOM.

Diggory.

Singar Robson

THE SPECTHE BRIDEGROOM.

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ON MONDAY, MADAME CHLESTE.

In one of her great specialties.

After careful preparations,

With new scenery, machinery, &c. With new scenery, machinery, &c.

A CADEMY OF NATURALECLENCES.—The Museon of this Institution, containing the largest collections in Naturel History in the United States, will be open to the public daily, Saturdays and sundays excepted, from 11 oclock, A. M., until sunset, during APRIL. MAY and JUNE, 1865, in order that our citizens may become better acquainted with its intrinsic value and importance to the city, and the necessity of a new hall, with accommodations for the more convenient display and preservation, as well as future increase of its collections. Each ticket will admit but one person during the three months daily exhibition, and may be obtained of any member, and also of the following named rentlemen:

F. BROWN, Druggist, N. E. corner Elfth and Chestnut streets.

T. B. PUGH. Bookseller, S. W. Corner Sixth.

nut streets.
T. B. PUGH, Bookseller, S. W. corner Sixth and Chestnut streets.
ASHMEAD & EVANS, Booksellers, 724 Chestnut street. TRYON, BROTHERS & CO, Gun Store, 625 Market treet EDW. PARRISH, Druggist, 800 Arch street, WILLIAM S. HENZEY, Druggist, Eighth and Mar ketstreets, JOHN KRIDER, Gun Store, Second and Walnut A. B. TAYLOR, Druggist, 1015 Chestnut street. S. G. CAFFRE, Druggist, N. E. corner Broad and

HASSARD& CO., Druggists, Twelfth and Chestnut \$3"No tickets issued at the door of the Academy.

NEW AMERICAN THEATRE.
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EVERY EVENING
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EL NINO EDDIE.
The Greatest Living Wonder on the Tight-Rope.
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Grand Ballets, Laughable Comedies, Comic Pantomines, Burlesques &c.

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Is still the great attraction at his TEMPLE OF WON.
DERS. All the best feats, including the ROPE
DANCER, GRAND TURK, CANARY BIRDS and
VPNTRILOQUISM, are also given EVERY EVEN.
ING at 7½, and WEDNESDAY and SATURDAY
AFTLERNOONS at 30 Clock.
Admission. 25 cents—Children, 15 cents, Reserved
Seats, 50 cents.

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Open from § A. M. till § P. M.

Benj. West's great Picture o
CHRIST REJECTED,

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devery Saturday afternoon at the Musical Foundall, at half-past three o'clock. Engagements made
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SADDLE & HARNESS Manufacturing Establishment in the LACEY, MEEKER & CO

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BUGGY HARNESS, from... STAGE and TEAM do
LADIES' SADDLE do12 00 to 1 GENTS' Brushes, Combs. Soaps, Blacking, Ladies' and Gents' Traveling and Tourist Bars and Sacks, Lunch Baske's Dressing and Shirt Cases, Tranks and Valises, millo for

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OST OR STOLEN—SIX PER CENT, STOCK OF
THE CITY OF PHILADELPHIA BONDS:
No. 7863, for One Thousand Dollars.
No. 7864, for Fifteen Hundred Dollars.
All persons are cautioned against negotiating the above-mentioned Bonds, which have been lost or stolen, application having been made to the Treasurer of the city for new certificates. Any information that will tend to the recovery of the above-mentioned Bonds will be received by SAMUEL KENNEDY, No. 2407 Spring Garden street, Philadelphia.

ap5-th, 5-6t* RAISINS AND LEMONS—Bunch, Layer and Seed less Raisins and Malaga Lemons, landing from bark La Plata, and for sale by JOS. B. BUSS LER. 4 CO., 103 South Delaware ayenua.

FURNITURE AND BEDDING WALNUT DINING ROOM

AND LIBRARY SUITES IN OIL.

Geo. J. Henkels', Thirteenth and Chestnut Streets,
Formerly of 509 and 811 Chestnut Street,
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Celebrated Furniture Establishment is removed from Second and Race streets to the splendid NEW DEPOT, No. 37 and 39 N. Second street. (Opposite Christ Church.)

Where they purpose selling for one year, at about Elegant Furniture at Fabulously Low Prices. Also at their Ninth and Market Streets Branch where they are selling equally low, being about to enlarge the premises.

GOULD & CO.'S FURNITURE DEPOTS. Nos. 37 and 29 N. SECOND Street, and Corner NINTH and MARKET. mh9-1y}

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In every style, in Resewood and Walnut, either Po lished or Giled, at

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Thirteenth and Chestnut Streets, Formerly of 809 and 811 Chestnut Street, apis-th sa tu 1812 ROUSEKEEPERS I have a large stock of every variety of Furniture which I will sell at reduced prices, consisting of PLAIN AND MARBLE-TOP COTTAGE SUITS. WALNUT CHAMBER SUITS. PARLOR SUITS IN VELVET PLUSH. PARLOR SUITS IN HAIR CLOTH.

PARLOR SUITS IN HAIR CHOIR.
PARLOR SUITS IN REPS.
Sideboards, Extension Tables, Wardrobes, Bookcases, Mattrases, Lounges, Cane and Woodseat Chairs, Bedsteads and Tables of every description. mhs-3m N. E. Corner Second and Race streets.

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FEATHER WAREHOUSE,
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Feather Beds, Bolsters, Pillows, Matresses, of all kinds,
Blankets, Comfortablet, Counterpanes, white and colored,
Spring Beds: Spring Cots; from
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No. 44 North TENTH Street,
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A. N. ATWOOD, WHOLESALE MANUFACTURER OF MATTRESSES AND BEDDING, And Dealer in all kinds of

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MAGNIFICENT FOULARDS,
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P, S.—The above are all new goods, and at prices

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Black French Doeskins, the finest texture,
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Silk Mixed and Plaid Cassimeres,
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Also, a large assortment of Goods expressly adapted to Boys' wear, for sale cheap.
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DWIN HALL & CO., 28 South Second street, have now open their Spring tock of Shawls.

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Open Centre Broche Shawls.

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Check Silks, Colored Grounds.
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Black Silks, of all kinds, for Cloake,
SILKS AT REDUCED PRICES. SILES AT REDUCED PRICES

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1,000 YARDS FOULARDS, AT \$1 A YARD.
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FULL LINE OF SUMMER SHAWLS.
FULL LINE OF SUMMER SHAWLS.
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PIAIN PONGEES, FOR SUITS,
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FAPHIONABLE SPRING DRESS GOODS,
64 LIGHT CLOTH SACKINGS,
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Crepe Maretz, plain colors.
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