## From our Third Edition of Yesterday.

From Washington. [Special Despatch to the Bulletin.] WASHINGTON, May 22.—Senator Wilson

has reported his bounty bill. It is very stringent in its provisions, prohibiting claim agents from prosecuting claims of living soldiers. The bounty is the same as in the House bill.

The enemies of the Bankrupt bill are trying hard to kill it. The vote will be very close, but the chances are favorably to its passage. The House has just refused to lay the bill on the table.

The Loan bill will be postponed, after discussion to-day. The chances are very slim on its passage.

Despatches received here to-day insure the election of General Ferry, the caucus nominee for Senator in Connecticut.

Passage of the Bankrupt Bill. WASHINGTON, May 22.-The House has passed the Bankrupt Bill introduced by Mr. Jenckes, by a vote of 68 yeas to 59 nays.

The Postal Service.

WASHINGTON, May 22d.—The President has approved the bill making appropriations for the service of the Postoffice Described the Postoffice Describ partment for the next fiscal year. The aggregate amount for inland and foreign service is \$18,379,500. In addition to this \$50,000 is appropriated for the United States and Brazil mail service; \$250,000 for the mail service between San Francisco, Japan and China for six months; \$900,000 for the overland mail transportation between Atchison and Folsom and for marine mail transportation between New York and California.

The Postmaster-General is authorized to employ sailing vessels for the transporta-tion of the mails between the ports where the service may be facilitated thereby, al-lowing and paying therefor a compensation not exceeding the sea postages, accrueing on the mails oconveyed. The bill also provides for the advertising of all the Executive departments in two daily papers, in the city of Washington, having the largest circulation, and in no others. Heretofore the law was for publication in the two papers having the largest circulation and a third to be selected by the President. This latter therefore is now precluded.

Methodist Celebraiton at Washington. WASHINGTON, May 22d.—Prominent at the Centennial Methodist Celebration last night were Secretary Harlan and Bishops Simpson and Ames. Rev. Dr. De Haas announced that he had received \$5,000 from a friend in Baltimore, given in the name of General Grant toward the erection of the Metropolitan Church in Washington. Contributions were then made for this church to the amount of \$24,300 for Dickinson College, \$2,050 for the general fund, and \$1,200 for the purpose of aiding educational institutes and theological seminaries throughout the country.

## From Baltimore.

BALTIMORE, May 22d,—William Prescott Smith, Esq., has resigned the position of Master of Transportation on the Baltimore and Ohio Railroad, and was yesterday appointed by President Johnson Collector of Internal Revenue for the Third District, in place of John N. L. Findlay, whose appointment was recently rejected by the Senate. As an officer of the Baltimore and Ohio Railroad Mr. Smith has long been widely known and highly esteemed.

The Fenians.

EASTPORT, Me., May 22.—Two boats, loaded, it is supposed, with Fenians, effected a landing on Indian Island last night, and several rounds of shot were exchanged. The British war steamer Niger steamed

particulars have been received. Fire at Alexandria.
ALEXANDRIA, Va. May 22.—About 7,000 cords of Government wood were burned last night. The fire was extinguished this

from Campo Bello for the scene of action, when the Fenians retreated. No further

## morning. XXXIXth Congress-First Session.

WARIAth Congress—First Session.

Washington, May 22, 1856.

Senate.—Mr. Wilson (Mass.) reported solil for the equalization of bounties. It gives every soldier, without distinction on account of color, eight and one-third collars, per month. deducting bounties already paid and excluding altogether deserters and those who have sold or bartered away their claims.

Mr. Williams (Oregon) introduced a bill to grant lands in aid of the construction of a railroad from Salt Lake City to the Columbia river, which was referred to the Committee on Public lands.

Mr. Kirkwood (Iewa) called up a bill in relation to public land in the Scuthern States. It provides that the public lands in Alabama, Mississippi, Arkansas, Louisiar a and Florida shall be opened to settlement under the Homestead bill. Not more than eighty acres shall be settled by any one settler, and the price of the patent shall be five dollars. The provisions of the bill were discussed by Messrs. Hendricks, Kirkwood and Pomeroy.

House.—Mr. Schenck (Ohio) offered a resolution.

wood and Eomeroy.

House—Mr. Schenck (Ohio) offered a resolution, which was adopted calling on the Secretary of the Interior for information in reference to pensions stopped on account of participation in the rebellion, the amount of arrears paid or claimed, the amount estimated to be necessary to pay ar earls, &c.

Mr. Cullum (Ill.) introduced a bill to amend the civil appropriation bill for the year 1859, 80 as to make the proviso to the 17th section read that when there is no collector at the place of location of any public work therein specified the Secretary of the Treasury have power to appoint a disbursing agent for the payment of all moneys appropriated for the construction of such public work with such compensation as he may deem equitable and just.

The bill was read three times and passed.

The House then proceeded to the consideration of the Senate bill to authorize the appointment of an Assistant Secretary of the Navy, on which the main mestion had be en ordered yesterday.

Mr. Ross moved to lay the bill on the table. Negatived. vood and Pomeroy. House—Mr. Schenck (Ohio) offered a resolution

Mr. Ross moved to lay the bill on the lade. Negatived.

Mr. Brandagee (Conn.) wanted to know whether it would be in order to amend the billso as to let the becretary of the Navy go to Europe.

A member added, And to stay there.

Mr. Brandagee repeated the words, "And to stay there" [Laughter.]

The Speaker thought that such an amendment would hardly be in order.

The bill was then passed by a vote of 69 yeas to 41 pays.

The bill was then passed by a vote of 69 yeas to 41 mays.

The House then proceeded, during the morning hour, to the consideration of the Bankrupt bill, to which some immaterial amendments were made, on motion of Mr. Jenckes addressed the House in support of the general principles of a Bankrupt law, and moved the previous question.

After he had concluded,

Mr. Paine (Wis.) asked him to permit an amendment to be offered, striking out the involuntary bankruptcy features of the bill as contained in sections 89, 40, 41, and 42.

Mr. Jenckes declined to withdraw, the motion for the previous question.

Mr. Jenckes declined to withdraw, the motion of the previous question.

Mr. Sievens (Pa.) wished to move to postpone action on the bill till December next, a ding that he hoped the gentleman from Rhode Island would allow that time to elapse before cailing on them to commit Mari-Kari. [Laughter.]

Mr. Jenckes still declined to withdraw the previous question and the House seconded it.

Mr. Sievens moved to lay the bill on the table.

The motion was negatived yeas 49 nays 78.

The bill was then passed by a vote of 68 yeas to 59 nays.

Markets.

New York, May 22—Cotton firm, but quieter under the Cuba's news' Sales of 1,500 bales, middings 38@40c. Fales for the week 20,000 bales; receipts for the week from all ports, 21,000 bales; exports for the week,24,000 bales; bales.
Flour has an advancing tendency but is quiet; sales

Flour has an advancing tendency but is quiet; sales of 6,000 barrels.prices unchanged: Southern unchanged. 250 bbls. sold; Canadian firmer, 250 bbls. sold, at \$8 650 12 80. Wheat quiet at advance of 6,000 tax. Corn advanced 1,200 to unshels, at \$2,000 to 12 80. Wheat quiet at advance of 6,000 to 12 80. Wheat quiet at 18,000 to unshels, at \$2,000 to 12 80. Oats Ic. higher. Heef steady. Fork buoyant; mess, \$40 270. Tax of 18,000 to 18

Sales at Philadelphia Stock Beard. 

Coal Statements. The following is a statement of the amount transported over the Lehigh Valley Railroad, week ending May. 19, 1866, and previousl December 1, 1864, compared with same time last Week.

Tons. Cwt.

C 186 101 John Connery..... Lehigh Zinc..... J. B. Reber & Co. McNeal & Co..... 103 07 ..... 1,301 10 ..... 582 15 athbun, Caluwes — ilendon — 415 07 415 07 J. & O. O Bowman — 1,049 13 Tolano Colliery — 764 15 123 01 123 01 4,083 00 576,213 04 103.659 09

Year. Tons.Cwt. 139,311 11 364,452 19 Week. Tons.Cwt ..... 9,941 11 .....23,332 08 503,794 10 Year. ons.Cwt 74,357 18 298,337 10 372,695 05 .131,099 03

B()ARL OF TRADE.
ANDREW WHEELER,
EDW. Y. TOWNSEND,
THORNTON EROWN,
MONTHLY CONNITTEE.

THORNTON EROWN, )

IMP()RTATIONS.
Reported for the Philadelphia Evening Bulletin.
ANTWERP-Brig Louise (Han). Meyer-934 cases bottles Baetjer & De Vertu; 20 cs stones T Hessenbruch & Co; 185 cs glassware P J Lauber; 184 pcs machinery Werner, Itschner & Co; 8 cs eau de cologne Turner & Wayne; 27 pkgs måse order.

whyle, 21 pags muse order.

Leffwal And Saliting of Ocean Steamers.

TO ARRIVE. FROM FOR
Liverpool Boston&Phila...
Loudon New York....
Southampton New York....
Havre New York.... Eulton Havre. New York
St. David Liverpool. Quebec.
City of Cork Liverpool. New York
Saxonia. Southampton. New York
Scotland Liverpool. New York
Scotland Liverpool. New York
CityofBoston. Liverpool. New York
Damascus. Liverpool. New York
Damascus. Liverpool. New York
Cells. London. New York
Cells. London. New York
Teutonia. Hamburg. New York
Rallic. Bremen. New York
Ballic. Bremen. New York
City of London. Liverpool. New York 

Moravian. Quebec Liverpool. May 28
South America New York. Rio Janeiro,&c. May 28
Java New York Liverpool. May 30
Atlantic New York Bremen May 31
Arizona New York Aspinwali June
Britannia New York Livr& Glasgow...June

MARINE BULLETIN.

PORT OF PHILADELPHIA-MAY 23. ARRIVED YESTERDAY.

Steamer Nesbannock, Winchester, 194 hours from New York, in ballast to E A Sonder & Co.

Steamer Geo H Stout, Borden, 36 hours from Wash ington, with mdse to W P Clyde& Co.

Steamer A C Stimers, Knox, 36 hours from Washington, with mdse to W P Clyde & Co.

Steamer A Ostimers, Knox, 36 hours from Richmond, via Norfolk, vith mdse and passengers to W P Clyde & Co.

Steamer Buffalo. Jones. 24 hours from New York BUM RISES. 4 37 | SUM SETS, 7 16 | HIGH WATER, 9 7 Steamer Buffalo, Jones, 24 hours from New York, with mase to W P Clyde & Co. Brig Isaac Carver, Shute, 3 days from Portland, in Brig Isaac Carver, Sinte, 8 days from Portland, in ballast to J E Bezley & Co. Schr A Tirrell, Higgins, from Boston, with mose to Crowell & Collins. Schr Mary J Russell, Smith, from Boston, with mose to captain. Schr & C Tyler, Steelman, 5 days from Boston, in ballast to Tyler & Co.
Schr S C Fithlan, Tuft, I day from Port Deposit, Md.
With grain to Jas L Bewley & Co.
Tug Admiral D D Forter, with 13 barges from Baltimore, to Wm P Clyde & Co.
CLEARED YESTERDAY.
Steamer Geo H Stout, Ford, Richmond, Wm P Clyde
& Co.
Steamer Reverly, Pierce Richmond, W P Clyde & Co.

Steamer Geo H Stout, Ford, Richmond, WM F Clyde & Co.
Steamer Beverly, Pierce, Richmond, W P Clyde & Co.
Steamer J S Shriver, Dennis, Baltimore, A Groves, Jr
Brig O C Clary, Bryant, Ma anzas. John Mason & Co.
Brig W A Dresser, Hatch. Bath, Tyler & Co.
Schr De Soto, Crook, Key West, Tortugas and Pensacols. Warren, Gregg & Morris,
Schr E Harwood, Harwood, Salem. do
Schr Sidney C Tyler, Steelman. Portland, Tyler & Co.
Schr Annie Magee, Ketchum, Boston, Rathbun, Stearns
& Co.

Schr Annie Magee, Reichum, Boston, Rathoun, Stearns & Co.
Schr Mary Anna, Gibbs New Bedford, do
Schr EJ Pickup, Bowen, Washington, Van Dusen,
Lochman & Co.
Schr C A Heckscher, Mayhew, Roxbury, do
Schr B Reeves, Stamford, Roxbury, do
Schr J H Bartlett, Rockhill, Portsmouth, do
Schr J H Bartlett, Rockhill, Portsmouth, do
Schr Pequonnock, Barnes, Boston, Mershon & Cloud.
Schr Pequonnock, Barnes, Boston, do
Schr Pequonnock, Barnes, Boston, do
Schr J N Baker, Adams, Charlestown, do
Schr Express, Brown, Boston, do
Schr Henrietta, Anderson, Norwich,
Schr Wm John, Street, Washington, Blakiston, Graeff
& Co.

& Co.
Schr Nellie D. Studams, Danversport.
do
Schr M M Weaver, Weaver, Boston, Caldwell, Gordon

Schr M M Weaver, Weaver, Boston, Caldwell, Gordon & Co.
Schr O F Hawley, Clark, Norwich,
Schr Lizzle Maule, Buehler, Boston, Day & Huddell.
Schr Is bella Reeves, Tussey, Salem,
Go Schr Botomac, Corson, Richmond, W H Johns & Co.
Schr Botomac, Corson, Richmond, W H Johns & Co.
Schr Mary Haley, Haley, Boston,
Go Schr B C Willette, Wheaton, Lynn,
Schr L A Danenhower, Sheppard, Boston, Castner,
Stickney & Wellington.
Schr W P Phillips, Somers, Boston,
Schr W P Phillips, Somers, Boston,
Schr J F Doughty, Camp, Pawtucket,
Go Schr J F Doughty, Camp, Pawtucket,
Schr J P Ames, Turner, Hallowell, W Hunter, Jr. & Co.
Schr Isis, Harding, Fall River,
Schr A M Edwards, Hinson, New Haven,
Go Schr Sea Foam, Griffin, Boston,
Go Gold Control of Control Control of Cont

Schr AM Edwards, Hinson. New Haven, do Schr Sea Foam, Griffin, Boston, Schr Tade Wil d, Corson, Boston, NY & Sch Coal Co. Schr H B Simmons, Foster, Boston, do Schr Balle B, Bateman, Batem, do Schr Sallie B, Bateman, Boston, do Schr Sallie B, Bateman, Boston, L Audenried & Co. Schr Lewis Mulford, Crawford, Boston, captain, Schr Lewis Mulford, Crawford, Boston, captain, Schr Convoy. Merrill, Salem, Glover & Mactier. Schr Spray, Cam, Bridgeton, do Schr Wm Collver, Taylor, Warwick, BI, Quintard, Sawyer & Ward.
Schr J Hay, Hathaway. Cohassett Narrows, do Schr J Bright, Shaw, Providence, Sinnickson & Co. Schr S B, Wheeler, Marblebead, Wannemacher & Co. Schr S B, Wheeler, McGlaughlin, Salem, J G & G S Repplier.

Repplier. Schr Waterloo, Pickering, Boston, captain. Schr Lamertine, Butler, New Bedford, Pearson & Co. Ship ES Thayer, Thompson, for this port, sailed from Liverpool 7th 1nst. Steamer Atalantz (Br), Pinkham, cleared at New York yesterday for London. Steamer Talisman (Br), Deal, cleared at New York yesterday for Kingston, Ja. Port an Prince and Turks sland.
Bark Alex McNeill, Andrews, hence at Marseilles Bark Gen Geo G Meade, Avery, for New York, salled Bark Gen Geo G Meade, Avery, for New York, sanea from Marseilles 5th inst.

Bark Ann Elizabeth, Norgrave, from Aspinwall for this port at Clenfuegos 1th inst;

Erig Humming Bird, Stevens, hence for St John, NB. was spoken 19th inst off Abscom.

Schr Neptune's Bride, Cr. well, cleared at New York yesterday for this port.

Schrs Brand, wine, Corson, hence for Fall River; Hannah, Martin, and Copia, West, hence for Boston, at New York yesterday.

STOVES AND HEATERS.

THOMPSON's LONDON KITCHENER OR EUROPEAN RANGES, for families, hotels, or public institutions in TWENTY DIFFERSTS LONGON CHARLES, Hot Public ENT SIZES, Also, Philadelphia Ranges, Hot sir Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stewhole plates, Brollers, Cocking Stoves, etc., wholesale and retail by the manufacturers. CHASE, SHARP & THOMPSON, my21-m,w.f.cmo No. 209 North Second street.

THOMAS S. DIZON & BONS, Late Andrews & DIXON, No. 1224 OHIESTNUT SIXTEET, Philadelphis. Opposite United States Mint, Maduracturers of Low-DOWN.

And other Grant Andrews and Wood First WARM-AIR FURNAOUS,
For Warming Public and Private Buildings,
REGISTERS, VENTULATORS OCOBING RATE BOILERS, &c., COM WHOLESALE and RETAIL

TRAVELING GUIDE. PUILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILI, SUSQUEHAN
NA, CUMBERLAND AND WYOMING VALLIES
THE NORTH-NORTH-WEST and the CANADAS
SUMMER-ARRANGEMENT OF PASSENGEE
PRAINS leaving the Company's Depot, THIETEENTH and CALLOWHILL Streets, Philadelphis
st the following hours:

SUMMERS leaving the Company's Depot, THIRTRAINS leaving the Company's Depot, THIRTREINTH and CALLOWHILL Streets, Philadelphis
at the following hours:

MORNING MAIL.

At 8. A. M., for Reading, Lebanon, Harrisburg,
Pottsyille, Pine Grove, Tamaqua, Sunbury, Williamsport, Erinira, Rochester, Nisgara Falls, Bunalo, Allenlown, Wilkesbarre, Pitiston, York, Carlisle, Chambersonry, Hagerstown, &c., &c.

This train connects at READING with the East
Pennsylvania Railroad trains for Allentown, &c., &c.
and with the Lebanon Valley train for Harrisburg,
&c., at PORT CILINTON with Catawissa Railroad
trains for Williamsport, Lock Hayer, Elmira, &c., at
HARRISBURG with Northern Central, Oumberland
Valley, and Schuylkill and Susquehanna trains for
Northumberland, Williamsport, York, Chamberland;
Pinegrove, &c.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3.30 P. M. for Reading, Pottaville, Harrisburg, &c., connecting with Beading and
Columbia R. R. trains for Columbia &c.

READING, ACCOMMODATION.

Leaves Reading at 6.00 A. M., stopping at all way stations; arrives in Philadelphia at 3.50 P. M.

Trains for Philadelphia at 8.50 A. M.

Returning, leaves Philadelphia at 5.00 P. M.; arrives
in Reading at 7.50 P. M.

Trains for Philadelphia at 2.45 P. M.; arriving at
Philadelphia at 1.45 P. M. Afternoon trains leave Harrisburg
at 2.00 P. M., and Pottsville at 2.45 P. M.; arriving at
Philadelphia at 1.545 noon for Reading and all way
stations; caves Reading 1.50 A. M., and Downingtown
Les P. M. and Harrisburg at 9.20 P. M.

Market train, with a Passenger car attached, leaves
Philadelphia at 1.545 noon for Reading and all way
stations; caves Reading 1.50 A. M., and Downingtown
Les Or M., and Earding 1.50 A. M., and Downingtown
Les Or M. and Earding 1.50 A. M., and Downingtown
Les Or M. and Pottsville at 8.90 A. M., and Downingtown
Les Or M. and Pottsville at 8.90 A. M., and Downingtown
Les Or M. and Pottsville at 8.90 A. M., and Downingtown
Les Or M. and Pottsville at 8.90 A. M., and Downingtown
Les Or M. and Pottsville at All the above trains run daily, Sundays excepted.
Sanday trains leave Pottaville at 8.00 A. M., and
Philadelphia at 8.15 P. M; leave Philadelphia for
Reading at 8.00 A. M., returning from Reading at 4.25

P. M. OHESTER VALLEY RAILROAD.
Passengers for Downingtown and interrediatepoints ake the 8.00 A. M. and 5.00 P. M. trains from Philadel-hia, returning from Downingtown at 6.35 A. M. and phia, returning from Downingtowr at 6.35 A. M. and 150 Noor.
NEW YORK EXPERSS, FOR PITTSBURGH AND THE WEST.
Leaves New York at 9.00 A. M. and 8.50 P. M., passing Reading at 1 A. M., and 4.58 P. M. and connecting at Harrisburg with Pennsylvania, and Northern Central Rairoad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimers, 20.
Returning, Express Train leaves Harrisburgh, at 8 and 9.05 A. M., passing Reading at 4.49 and 10.53 A. M., arrival of Pennsylvania Express from Pittsburgh, at 8 and 9.05 A. M., passing Reading at 4.49 and 10.53 A. M., arriving at New York 10 A. M., and 2.45 P. M. Sleeping Oar accompanying these trains through between Jersey City and Pittsburgh, without charge.
Mail train for New York leaves Harrisburg at 2.00 P. M. Mail train for Harrisburg leaves New York at 13 Noon.

M. Mail train for Harrishurg leaves new York at 18 Noon.

SCHUYLKILL VALLEY RAILEOAD.

Trains leave Pottsville at 7, 11.30 A. M. and 7.15 P. M., returning from Tamequa at 7, 85 A. M., and 1.40 and 4.15 P. M.

SCHUYLKILL ANDSUSQUEHANNA RAILROAD.

Trains leave Anburn at 7.50 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tramont, returning from Harrisburg at 4.15 P. M. and from Tremont at 7.35 A. M. and 6.10 P. M.

Though "first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Janacas, Janacas, The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintend-Philadelphia, or of G. A. M. Philadelphia, or of G. A. M. TATION TIOKETS, OOMMUTATION TIOKETS, At 98 per cent., discount between any points desired

SEASON TICKETS.

For three, six, nine or twelve months, for holders only, t all points at reduced rates.

CLERGYMEN

Residing on the line of the Road will be furnished with cards, entitling themselves and wives to tickets at half-fare. half-fare.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TRAINS.
Leave Philadelphia daily at 5.30 A. M., 12.45 noon and 6 P. M., for Reading, Lebanon, Harrishnrg, Pottsville, Port Ulinton, and all points beyond.

MATIS

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.

PHILADELPHIA, WILMING
ROAD-TIME TABLE-Commencing MONDAY
April 16th, 1856. Trains will leave Depot, corner et
Broad street and Washington avenue, as follows:
Express Train, at 4.15 A.M. (Mondays excepted),
for Battimere and Washington, atopping at Chester,
Wilmington, Newark, 9 lkton, Northeast, Perryville,
Havre-de-Grace, Aberdeen, Perryman's, Magnolia,
Chase's and Stemmer's Run.
Way-mail Train, at 3.15 A.M. (Suntays excopted), for Battimore, stopping at all regular stations
between Philadelphia and Battimore.
Delaware R.R. Train, 9.04 M. (Sundays excepted), for
Princess Anne. Milford and intermediate stations.
Express train at 11.65 A.M. (Sundays excepted) for
Battimore and Washington,
Express Train at 2.00 P.M. (Sundays excepted), for
Battimore and Washington, stopping at Chester,
Claymore, Wilminston, Stopping at Chester, Baltimore and Washington, Stopping at Chester, Raltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Eliton, North-East, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's and Stemmore and Wash-Night Express at 11.00 P. M. for Baltimore and Wash-

ington.

Passengers by boat from Baltimore for Fortress
Monroe, Norfolk, City Point and Richmond will take Monroe, Norfolk, City Point and Richmond will take the 11.45 Å. M. Train.
WILMINGTON ACCOMMODATION TRAINS, stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 9.00,11.15 A.M., 4.30, 600 and 11.30
P. M. The 4.30 F. M. train connects with the Delawire Railroad for Harrington and intermediate sta-

P. M. The 4.50 P. M. train connects with the Delaware Baliroad for Harrington and intermediate stations.

Leave Wilmington 6.55, 8.00 and 9.30 A. M., 4.00 and 6.30 P. M.

Trains for Newcastle leave Philadelphia at 9.00 A. M., 4.00 and 6.00 P. M.

THROUGH TRAINS FROM BALITIMORE
Leave Wilmington at 11.00 A.M., 4.25 and 10.00 P.M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7.45, 8.45, 10.14 and 11.40 A. M., 4.85, 10.7, 25 and 10.35 P. M.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mall. 9.20 A. M., Express. 1.10 P. M., Express. 6.35 P. M., Express. 1.10 P. M., Express. 7 Truins for Baltimore leave Chester at 4.49 and 8.52 A. M., and 3.33 P. M.

Trains for Baltimore leave Wilmington at 5.23, and 9.33 A. M., and 4.15 P. M.

Freight trains with passenger car attached will leave Wilmington for Perryville and intermediate stations at 6.65 P. M. Leave Baltimore for Havre de-Grace and intermediate Stations at 4.45 P. M. Leave Perryville for Wilmington and intermediate stations at 5.00 A. M., connecting at Wilmington with the 8.00 A. M. train for Philadelphia.

Express Train at 4.15 A. M. for Baltimore and Washington, atopping at Chester, Wilmington, Newark, Rikton, Northeast, Perryville, Havre-de-Grace, Abordeen, Perryman's, Magnolia, Chase's and Stemmer's Run.

Night Express 11.00 P. M. for Baltimore and Wash-

Run. Night Express 11.00 P. M. for Baltimore and Wash-Ingion.

Accommodation Train at 11.30 P.M., for Wilmington and Intermediate Stations.

BALITMORE FOR PHILADELPHIA.

Leave Baltimore at 8.25 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at Elizion and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington. Washington.
Accommodation train will leave Wilmington for Philadelphia and Intermediate Stations at 6.30 P. M.
H. F. KENNEY, Superintendent.

PITTSBURGH, COLUMBUS COMPANY. THE PAN HANDLE ROUTE WESTWARD.

Owing to the great distance saved by THIS ROUTE the Government has assigned to it the carrying of the U.S. MAIL to the Principal Cities of the West and Southwest. U.S. MAIL to the Principal Cities of the West and Southwest.

THERE BEING BUT ONE CHANGE OF CARS BETWEEN PHILADELPHIA AND CINCINNATI, AND BUT TWO TO ST. LOUIS.

PASSENGERS BY THIS ROUTE WILL ARRIVE IN CINCINNATI, INDIANAPOLIS. CAIRO AND ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY OTHER LINE.

Passengers leaving Philadelphia at 11.50 A. M. will arrive at Altoona in the evening for supper, where Woodruff's Celebrated Palsec Etate-Room Sleeping Cars will be attached, and run through to Columbus without change, avoiding changing cars at Pitisburgh at midnight, a comfort never before afforded to the traveling community.

Be Eure to purchase tickets "VIA STEUREN.

at minight, a comfort never before afforded to the traveling community.

Be sure to purchase tickets "VIA STEUBEN-VILLE," at PENNSYLVANIA RAILROAD OFFICE Corner Thirtieth and Market Streets, Philadelphia, S. F. SCULL.,

Gen'l Ficket Ag't, Steubenville, O. JOHN H. MILLER. Gen'l Eastern Fass. Ag't.

JOHN DURAND, Gen'l Sup't.

JOHN DURAND, Gen'l Sup't.

JOHN DURAND, Gen'l Sup't.

Girard House, Continental Hotel, J. C. Alllen, Ticket Agett, And Thirtieth an'l Market Streets, T. H. PARKE, Ticket Agent.

WEST JERSEY RAILEOAD
LINES From foet of Market street
Upper Ferry. Daily, oxcept Sundays. FALLAND
WINTER ARRANGEMENT.
Commencing WEDNESDAY, NOVEMBER 15th, Commencing WEDNESDAY, NOVEMBER 15th, 1865.
For Bridgeton, Saiem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 8.30 P. M. For Cape May and all intermediate Stations, at 9 A. M. and 3 P. M. For Cape May and intermediate Stations, at 9 A. M., to Miliville connecting with freight train (Passenger car attached) for Cape May due 3.45 P. M. and 3.00 P. M. through passenger; due 8.00 P. M. Por Glassboro' and intermediate Stations, at 9 A. M. 8 and 3.30 P. M. For Woodbury, Gloucester, due, at 9 A. M., 8, 3.30, and 5.30 P. M. Freight will be received at second covered wharf below Walnut street from 7 A. M. until 5 P. M. Freight received before 9 A. M., will go forward same day. Freight delivered at 228 South Delaware Ayenne.

1. VAN RENSELIAER, Superintendent, PHE WEST JERGEY EXPRESS COMPANY
Will attend to all the usual branches of EXPRESS BUSNESS, received, deliver, and forward, through other responsible Express Companies, to all parts of the country, any article entrusted to them. A Special Messenger accompanies each through train, Office, No. 5 Walnut street.

THAVELING GUIDE. NORTH PENNSYLVANIA B
R. THE MIDDLE ROUTE.
hortest and most direct line to Bethlehem, allentown;
Mauch Chnnik, Hasleton, White Hayen Wilkesbarre,
Mahanoy City, and all points in the Lehigh and Wyo
ming Coal Regions.
Passenger Depots in Philadelphia, THIRD street
above Thompson, and corner of BEEKS and AMERIJAN streets.

Passenger Bepots in Philadelphis, THIRD street above Thompson, and corner of BERKS and AMERI-JAN streets.

SUMMER ARRANGEMENT,
NINE DAILY TRAINS.

On and atter Monday, May 21st, 1866, Passenger trains leave the Depot, Third street, above Thompson, daily (Sundays excepted), as follows:

AT 7.30 A. M.—Morning Express for Bethlehem and and Principal Stations on Nerth Pennsylvania Railroad for Allentown, Catasanqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pitiston, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Whath Catawissa Baliroad, for Rupert, Dasville, Milton and Williamspert. Arrive at Manch Chunk at 11.45 A. M.; at Wilkesbarre at 2.45 P. M.; at Mahanoy City at 3 P. M. Passengers by this train can take the Lehigh Valley Train, passing Echilehem at 12.00 M. for Easton and points on New Jersey Central Railroad to New York.

AT 3.55 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 A. M.—Accommodation, for Bort Washington, stopping at all intermediate stations.

A2 2.30 P.M. Accommodation, Fassengers take stage at Doylestown for New Hope.

AT 3.30 P. M.—Evening Express for Rethlehem and principal Stations on the North Pennsylvania Rairroad, making close connection at Bethlehem and the Principal Station on the North Pennsylvania Rairroad, making close connection at Bethlehem and the Principal Station on the North Pennsylvania Rairroad, making close connection at Rethlehem and the Passengers for Sunnerylvan take station. Passengers take States on New Jersey Central R. B. take N. J. C. Train at Easton, when arrives in New Yerk at 10 P. M

and for Nazareth at Bethlehem and for Greenville a Quakertown
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 Lomberville at Doylestown.
AT 5.15 P. M.—Through Accommodation, for Bethlehem and all Stations on main lise of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train fer points an Lehigh Valley Baitroad and for Danville, Williamsport and Catawissa Railroad. Raitroad and for Danville, Williamsport and Catawissa AT 6.15 P. M.—Accommodation, for Lansdale, Step-ping at all intermediate Stations. At 1: P. M. Accommodation for Fort Washington. TRAINS FOR PHILADRIPHIA. Leave Bethlehem at 6.25 A. M., and 1256 M., and 6.15 P. M. 12.25 train makes direct connection with Lehigh Valley trains from Easton. Wilkesbarre, Mahoney City, Hazleton, and arrives in Philadelphia at 23 oP. M. Passengers leaving Wilkesbarre at 1.15 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 6.0 P. M.

Passengers leaving whitesbarre at 115 F. M., connects at Beithchem at 6.15 F. M., and arrive in Philadelphia at 8.40 P. M.
Leave Doylestown at 6.40 A. M. 8.15 and 8.50 F. M.
Leave Lansdale at 6 A.M.
Leave Fort Washington at 10.50 and 2.15 P. M.
Leave Fort Washington at 10.50 and 2.15 P. M.
Doylestown for Devicestown at 2.30 P. M.
Philadelphia for Devicestown at 2.30 P. M.
Doylestown for Philadelphia at 4.30 P. M.
Beithchem for Philadelphia at 4.30 P. M.
Fith and Sixth Streets Passenger Cars conv y passengers to and from Berks Street Depot.
White Cars of Second and Third Streets Line convey passegners to Third Street Pepot.
Tickets must be procurred at the Ticket Offices, THIRD street or BERKS street, in order to secure the lowest rates of fare.
Hillman's Raggage Express will call for and deliver Raggage at the Depot.
Office, No. 118 South THIRD street.

My 21

FOR NEW YORK.—The CAMDELPHIA AND TRENTON BAILROAD COMPANYS LINES, from Philadelphia to New York, and
way places, from WALNUT STREET WHARF,
will leave as follows, viz:
At 5 A. M., via Camden and Amboy, Accom.,
At 5 A. M., via Camden and Jersey City Express,
At 5 A. M., via Camden and Amboy Express,
At 5 A. M., via Camden and Amboy, Accom.,
At 5 A. M., via Camden to S. Amboy, Accom.
At 5 A. M., 2 and 5 a. D. M. For Mount Holly, Ewansville, Pemberton and Vincentown, At 5 A. M., and
2 P. M., for Freehold. ville, Pemberton and Vincentown.
2 P. M. for Freehold.
4 5 and 10 A. M. 12 M. 4, 5.30, and 7 P. M. for Fish
House, raimyra, Riverton, Progress, Delanco,
Beverly, Edgewater, Burlington, Florence. Bordentown, &c. The 10 A. M. and 4 P. M. lnes runs direct through to Trenton. LINES FROM KENSINGTON DEPOT will leave 

line.

Fitty Pounds of Baggage only, allowed each Passenger, Passengers are prohibited from taking anything as bargage but their wearing apparel. All baggage over fitty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond 100, except by special contract.

By Tickets sold and baggage checked direct through to Boston. Graham's Baggage Express will call for and deliver beggage at the Depots. Orders to be left at No. 3 Wal-Graham's Lags-pois. Orders to be less at Accounting the September of the Depois. Orders to be less at Accounting the September of Cortland Street, at 12 M and 4 P. M., via Jersey City and Camden. At 7 and 10 A. M., 6 P. M., and 12 Night via Jersey City and Ken.

sington.
From Pier No. 1 N. River, at 5 A. M. and 2, 4 P. M.,
Via Amboy and Camden.
WM. H. GATZMER. Agent.

From Pier No. 1 N. River, at 5 A. M. and 2, 4 P. M., via Amboy and Camden.

W.M. H. GATZMER, Agent.

WEST CHESTER AND PHILAMEDIA.

SUMMER ARRANGEMENTS.

On and alter MONDAY, March 19th, 1965, the trains will leave as follows:
WEST CHESTER TRAINS.

Leave Philadelphia for West Chester, from Depot Thirty-first and Market street, 7.20 A. M., 11.00 A. M., 2.15, 4.45 and 7.00 P. M.

Leave West Chester for Philadelphia, from Depot on E. Market street, 6.20, 7.30, 10.45 A. M., 14.0, 4.50 P. M.

Trainsleaving West Chester at 7.30 A.M. and leaving Philadelphia at 4.45 P. M., will not stop at Pennelton, and will stop below B. C. Junction at Media only.

PENNELTON TRAINS.

Leave Philadelphia for Pennelton 4.15 and 10.30 P. M.

Leave Pennelton for Philadelphia 8.16 A. M., 7.35 P. M.

These Trains stop at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8,30 A. M. and 2.00 P. M.

Leave West Chester 7.35 A. M and 5.00 P. M.

ON SUNDAYS—Leave Philadelphia Passenger cars wil leave Eleventh and Market streets, half-anhour before the Train leaves the depot, and will leave depot on the arrival of each train to convey passengers into the citying Philadelphia at 7.20 A. M. and 4.55 P.

Trains leaving Philadelphia at 7.20 A. M. and 4.55 P.

Trains leaving Philadelphia at 7.20 A. M. and 4.55 P.

depot on the arrival of each train to convey passengers into the city.

Trains leaving Philadelphia at 7.20 A. M. and 4.55 P. M., and leaving West Chester at 7.30 A. M., and 4.55 P. M. connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.

E. Passengers are allowed to take wearing apparel only as Baggage, and the Company will not, in any case, he responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD, General Superintendents

st corner THILTHETH and MARKET succes, and delphia.
And for Freight business of the Company's Agents:
S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia.
J. W. Reynolds, Erie.
Wm. Brown, Agent N. C. B. R., Baltimore,
H. H. HOUSTON,
General Freight Agent, Philadelphia.
H. W. GWINNER,
General Ticket Agent, Philadelphia,
A. L. TYLER,
General Sup's., Williamsport.

General Sup's, Williamsport.

PHIDALELPHIA & BALTI
MORE CENTRAI, BAILROAD.—
SUMMER ARRANGEMENTS.—ON AND AFTER
MONDAY, March 19, 1866, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & A. M.,
and leave Oxford at 3:25 P. M.
Till June 181 a Market Train with Passenger Car
attached, will run on Tuesdays and Fridays, leaving
The Rising Sun at 10:45 A. M., Oxford at 11:5 A. M.,
and Kennett at 12:45 P. M., connecting at West Chester
Junction with a Train for Philadelphia. On and atter
June 18t; this train will leave the Rising Sun at 4 P. M.,
Oxford at 5 P. M., and Kennett at 6 P. M. Marketing
will not be taken on Passenger Trains.
The, Train leaving Philadelphia at 7:20 A. M. connects at Oxford with a daily line of Stages for Peach
Bottom: In Lancster country. Returning, leaves Peach
Bottom to connect at Oxford with the Afternoon Train
for Philadelphia.
The Train leaving Philadelphia at 4,45 rans to Rising
Sun, Md.
Passengers are allowed to take Wearing Apparel
only, as Baggage, and the Company will not in any
only, as Baggage, and the Company will not in any
only, as Baggage, and the Company will not in any
only, as Baggage, and the Company will not in any
only, as Baggage, and the Company will not in any
only, as Baggage, and the Company will not in any
only, as Baggage, and the Company will not in any
only, as Baggage, and the Company will not in any
only, as Baggage, and the Company will not in any

TRAVELING GUIDE. PENNSYLVANIA OENTRAL

FUMMER ARRANGEMENT.

The trains of the Pennsylvania Central R. R. leave
the Depot at Thirty-first and Market streets, which is
reached by the cars of the Market Street Passenger
Railway running to and from the Depot. The last car
leaves Front Street about thirty minutes, prior to
the departure of each Train.

ON SUNDAYS—Cars leave Eleventh and Market
Streets 35 minutes before departure of Evoning trains.

MANN'S HAGEAGE EXPEESS will call for and deliver
Beggage at the Depot. Orders left at the office, No.
631 Chestnut street, will receive attention.

TRAINS LEAVE.

MAIL TRAIN
DAY EXPRESS
PAOLI ACCOM... No. 1
FAST LINE & ERIE EXPRESS 1
HARRISUNG ACOM...
LANCASTER ACCOM... 10.00 11 11.00 14 112.09 Mr. 12.09 Mr. 14.00 15 15.00 15 10.00 15 11.10 15 OLI ACCOM. No. 2 TESBURGH & ERIE MAIL, \*1 PAOLI ACCOM., No. 8, PHILADELPHIA EXPRESS; PHILADELPHIA EXPRESS; "11.18 EVICTION OF THE PROPERTY OF THE P

Are located at No. 531 Chestaut street, Continental Hotel, and Girard Hous, where Tickets may be procured to all important points in Pennsylvania, as well as the West, Northwest and Southwest, and full information given as to time and connections, by JOHN C ALLEN, Ticket Agent.

Also at Thirty first and Market streets, on application is 1HOS. H. PARKE, Ticket Agent, at the Depot.

An Emigrant Train runs daily, except Sunday. Fee this information at to fare as a commodations, apply to FRANCIE FUNK. No. 187 Dock street.

The Pennsylvania Rauiroad Co. will not asseme any risk for Baggage, except for Westing Apparel, and limit their responsibility to One Hundred Poliars in value, all Baggage exceeding that amount in value, will be exhibit their risk of the owner, unless taken by special contract.

All Raggage exceeding that amount in value, will be at the risk of the owner, unless taken by special contract, the risk of the owner, unless taken by special contract, PHILADELPHIA, GERMAN, PHILADELPHIA, GERMAN, TOWN AND MORRISTOWN BAILROAD, TIME TABLE.—On and after MONDAY, May 16th, 1864.

[cave Philadelphia—5.7, 78, 9, 10, 11, 12, P. M. Leave Germantown—5.7, 7%, 8, 820, 9, 10, 11, 12, A. M.; 1, 2, 8, 4%, 6, 6%, 7, 8, 9, 10, 11, 2, P. M. Leave Germantown—6.7, 7%, 8, 820, 9, 10, 11, 13, A. M.; 1, 2, 8, 4%, 6, 6%, 7, 8, 9, 10, 11, P. M. The 820 down train, and the 8% and 5% up trains denote top on Germantown Branch.

ON SUNDAYS:

Leave Philadelphia—9.10 minutes, A. M.; 2, 3%, 5%, 7, 9, and 11, P. M.

Leave Chestnut Hill—7.10 minutes, 8, 9.40, and 11.40 A. M.; 1.40, 2.10, 5.40, 6.40, 8.40, and 10.50 P. M.

Leave Philadelphia—9.10 minutes, A. M.; 2, 5, and 8 P.M.

Leave Chestnut Hill—7.40 minutes, A. M.; 12.40, 6.10 P.M.
Leave Chestnut Hill-7.40 minutes, A. M.; 12.40, 6.10
and 9.25 minutes P. M.
FOR CONSHOHEUKEN AND NORRISTOWN,
Leave Philadelphis—5, 8.25, 11.05 minutes, A. M.; 1%,
8, 1%, 5%, 6%, 8.06, and 11%, P. M.
Leave Norristown—5%, 7, 7.50, 9, 11, A. M.; 1%, 6% end 8 P. M. train will stop at School Lane, Wissa-The 5% P. M. train will stop at School Lane, Wissa-hickon, Manayunk, Spring Mills and Conshohocken

only. ON SUNDAYS.

Leave Philadelphia—9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia—9 A. M., 12£, 4, and 7½ P. M.
Leave Philadelphia—6, A.M., 1, and 5½ a nd 9, P. M.
Leave Philadelphia—6, 3.35, 11.05 A. M.; 1½, 5, 4½, 5½.
6½, 8.05, and 11½ P M
Elleave Manayura—6½, 7½, 8.20, 9½, 11½, A. M; \$, 5, 42, 5½, 5, 42, 5 P. M.

52, 8.05, and 11½ F M
Cleave Manayung-62, 7%, 8.20, 9%, 11%, A. M; 2, 8,
2 and 8%, P. M.

Leave Philadelphia-9 A. M; 2½ 4, and 7½ P. M.
Leave Philadelphia-9 A. M; 1½ 6, and 9½ P. M.
Leave Manayung-7½ A. M; 1½ 6, and 9½ P. M.
Leave Manayung-7½ A. M; 1½ 6, and 9½ P. M.
W. T. WILSON, General Superintendens,
Depot, Ninth and Green streets.

PORT WITHOUT CHANGE OF CARS VIA CATAWISSA ROUTEOn and after Monday, April 24 1886, through carr
for Williamsport will leave the Philadelphia and Reading Railroad Depot, Thirteenth and Callowhill streets,
at 8 A. M. arriving at Williamsport at 6 P. M., and
and places connections for Elmira, Oil Regions,
Buffalo, Erie, Niagara Falls, Suspension Bridge and
all places in the Western, North Western, South
Western States and the Canadas.

THROUGH TICKETS to all points can be procared
at the Company's office 425 Chestaut street, under
Philadelphia Bank, opposite the Custom Honse, at
the United States Telegraph Office in the Continental
Hotel, and at the Depot of the Philadelphia and Reading Railroad Thir.eenth and Callowhill streets.

N. VANHORN, Passenger Agent.

N. VANHURN, Fassenger Agent.

RARITAN AND DELAWARE
BAY RAILROAD COMPANY.
NOTICE.—On and after MONDAY, the 14th of May, trains on this road will leave the Depot of the Camden and Atlantic Railroad Company, at Cooper's Point, Camden, as follows:
Express, for Long Branch, New York, and intermediate stations, at 2.30 A. M.
Freight, for New York and intermediate stations, at 2.50 P. M. 2.30 P. M.
Mail and Express, for New York, at 2.30 A. M.
F Returning, trains leave Pier 32, North River, foot of
Duane street, at 11.00 A. M. and 4.15 P. M., Passenger,
and 5.00 P. M. Freight.
Fare, to and from New York. \$2.00.
my17 W. N. CLAYTON. Superintendent.

RUSTNESS DARDS. LUTES & HOFFMAN, CARPENTERS AND BUILDERS,

mys-tifl No. 212 PEAR Street.

Residence: 606 Dickerson street. 1005 Taylor street.

Revery description of Jobbing promptly attended to,

PASSPORTS PROCURED.—

JOHN H. FRICK,

NO TARY PUBLIC.

COMMISSIONER FOR ALL STATES,

PENSION AND PRIZE AGENT,

No. 223 DOCK Street.

Acknowledgments, Depositions, Affidavits to Accounts taken.

COUNTS taken.

Mhis-siral

C. KNIGHT & CO., WHOLESALE GROCERS,
E. Cor. WATER and CHESTNUT streets, Philadelphia. Agents for the sale of the Products of the
Southwark Sugar Refinery and the Grocers' Sugar
House, of Philadelphia.

Jai-lyr

House, of Philadelphia. jai-lyr

JAMES A. WEIGHT. THORNTON PIKE. CLEMENT A
GRISCOM: "HEODORE WRIGHT. FRANK L. NEALL
PAYTER WRIGHT & SONS,
Importers of Earthenware,
and and Shipping and Commission Merchants, No. 115 WALNUT Street, Philadelphia; PENNSYLVANIA WORKS, ON THE DELA WARE river, below PHILADELPHIA, CHESTER, Delaware county, Pa. REANEY, SON & CO.

Engineers and Iron Boat builders, Manufacturers of

Engineers and Iron Boat builders,
Manufacturers of
Manufacturers of
Manufacturers of
All kinds of
CONDENSING AND NON-CONDENSING ENGINES,
Ircn Vessels of all descriptions, Bollers, Vats, Tanks,
Propellers, &c., &c.
T. REANEY, W. B. REANEY, S. ARCHIBOLD,
Late of
Late of
Reaney, Neafe & Co.,
Penn Works, Phila.
T. VAUGHAN MERRICK, WM. H. MERRICK,
Penn Works, Phila.
T. VAUGHAN MERRICK, WM. H. MERRICK,
INO. E. COPE.
SOUTHWARK FOUNDRY, FIFTH AND WASH.
DINGTON STREETS.
ENGINEERS AND MACHINISTS.
Manufacture High and Low Pressure Steam Engines
for Land, River and Marine Service.
Bollers Gasometers, Tanks, Iron Boats, &c,
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Works, Workshops and
Rallroad Stations, &c.
Retorts and Gas Machinery, of the latest and most
improved construction.
Every description of Plantation Machinery; and
Sugar, Saw and Grist Mills, Vacuum Pans, Open
Steam Trains, Defacators, Filters, Pumping Engines, &c.
Sole Agents for N. Billeux's Patent Sugar Boling
Apparatus, Nesmyth's Patent Steam Hammer and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine.

THE FHILADELPHIA RIDING SOHOOL.
FOURTH street, above Vine, will reopen for the
Fall and Winter Esson on MONDAY, Sept. 26th,
Ladles and gentlemen destring to acquire a thorough
knowledge of this accomplishment will find every
facility at this school. The horses are safe and well
horses trained in the best manner. Saddle horses,
horses trained in the best manner.

THOS. CRAIGE & SOK.

CAS FIXTURES,—MISKEY, MERRILL & THACKARA, NO. 718 (CHESTNUT street, Manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large, and elegant assortment of Gas Chandellers, Pendants, Brackets, &c., They also introduce Gas pipes into Dwellings and Public Buildings, and attend to extending, altering and repairing Gas pipes. All work warranted. raited.

PRIVY WELLS.—OWNERS OF PROPERTY.—The
Only place to get Privy Wells Cleansed and Distracted.

A. PEYSSON,
A. PEYSSON,
Mannfacturer of Foudretite,
Goldamith's Hall, Library street

MASONIC MARKS.

MARTIN LEANS, NO. 402 CHESTNUT
STREET.
First Premium awarded by Franklin Institute to MARTIN LEANS, Manufacturer of MASONIO MARKS, &c., &c.
New and original designs of Masonic Marks, Templars' Medals, Army Medals and Corps Badges of Every description.

J. MARTIN Successor to Geo. W. Gray,
BREWER, 24, 26, 28 and 30 South Sixth St., Philad's. Pine Old Stock & Nut-Brown Ales, Froressly for Family and Medicin

## SHIPPING

FOR HAVANA. The Steamship STARS AND STRIPES, Holmes, master, Will sail for the above port on SATURDAY MORN-ING, May 26, at 8 o'clock. Passage to Havana
For fielght or passage, apply to
THOMAS WATTSON & SONS,
my19-7t\*

1:0 North Delaware avenue

FOR NEW YORK. Via Delaware and Raritan Canal. The Philadelphia and New York Express The Philadelphia and New York Express
Steamboat Company.
Steam Propellers leave DAILY from
FIRST WHARF below MARKET street,
making the run in 24 HOURS.
This Line connects with all Northern and Eastern
Transportation Companies. Goods forwarded direct to
all points free of commission.
Freight received at lowest rates.
WM. P. CLYDE & CO., Agents,
14 South Wharves, Philadelphis,
1AS. HAND, Agent,
mhl4-tf
117 Wall street, New York.

TO Wall street, New York.

FOR BOSTON.

STEAMSHIP LINE DIRECT.

SAILING FROM RACY POET EVERY FIVE DAYS.

FROM PINE ST. WHARF, PHILADELPHIA,

AND LONG WHARF, BOSTON.

The steamship NORMAN. Captain Crowell, will safe from Philadelphia on Saurday, May 26, at 10:A. M.

The steamship SAXON. Captain Matthews, will safe from Boston on Thursday, May 21, at 12 M.

The line between Philadelphia and Roston is now composed of the

SAXON. Captain Matthews, 1200 tons burthen.

ARIES, Captain Boggs, 900 tons burthen.

ARIES, Captain Boggs, 900 tons burthen.

These substantial and well appointed steamships will sail punctually as advertised; and freight will be received every day, a steamer being always on the berth to receive cargs.

Shippers are requested to send Rills of Lading with their goods.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY. The fine steamships of this Line insure at the lowest rates and sail regularly from the First Wharf above Market street, every

WEDNESDAY and SATURDAY. Connecting with Ballreads from Richmond, Norfolk and City Point, ferming the most direct route for the South and Southwest.
For freight or passage, with excellent accommodations, apply to

WM. P. CLYDE & CO., 14 North and South Wharves. FOR SAVANNAH, GEORGIA.—Plo nee

\*\*The Company of the control of th

Freight and first-class passage always as low as by any other line.

Goods from Philadelphia and other points received by any transportation line, and promptly forwarded free of commissions.

LLWIS LJONES,
13 Broadway, New York,
JOHN H. ATWOOD,
5 Walnut street. Philadelphia.
Agents in Savannah, Messrs. HUNTER & GAMMELL. MELL. MEW EXPRESS LINE TO ALEXvia Chesapezhe and Delaware Canal, with connections
at Alexandria, Va., form the most direct route for
Lynchburg, Bristol, Knoxyille, Nashville, Dalton and
the Southwest.

the Southwest.

Steamers leave First Wharf above Market street

Steamers leave First Wharf above Market street

Every Wednesday and Saturday at 12 M.

For freight apply to the agents.

W.P. CLYDE & CO.,

W.P. March Whayres

W. P. CLYDE & CO.,
I. B. Davidson, Agent at Georgetown; M. Eldridge &
Co., Agents at Alexandria.

FOR GALVESTON, TEXAS.
TEXAS LINE STEAMERS.
The Al Steamship ARIADNE,
G. B. Craig. Commander,
Will receive freight at Pier 22 East River (New.
For fieight or passage having superior seconds.) York), and sail with despatch.
For freight or passage having superior accommodations, aprly to
RISHOP. SON & CO., ions, apply to

BISHOP, SON & CO.,

No. 105 Arch street.

P. S.—Freight for this Line sent to New York by Swift-Sure Line.

myll-tf

Switt-Sure Line.

FOR NEW YORK.—Philadelphia Steam
Propeller Company—Despatch and Swiftsure Lines, via Delawars and Baritan Canal—Leaving
daily at 12 M. and 5 P. M., connecting with all the
Northern and Esstera Lines.
For freight, which will be taken on accommodating
terms, apply to

WM. M. RAIRD & CO.,

mhisti No. 125 South Delaware avenue.

mhietf No. 12 South Deliwas ...

NEW TOW-BOAT LINE.

OBLAWARE and OHERAPEAKE

OTAM TOW-BOAT COMPANY. PHILADELPHIA:
HAVEEDEGRACE, BALTHOORE, WASHINGS
TON, and intermediate points.

Wit. P. OLYDE & CO., Agents,
No. 14 South Weaves, Philadelphia.

No. 14 South Wharves, Philade Captain JOHN LAUGHLIN, Superintenden FOR HARTFORD, CONN., DHREUT,
VIA DELIAWARE AND RARITAN
LANAL—The steamer SUSAN, Vandeveer, Master,
now loading at Second wharf below Spruce street, will
leave as above on THURSDAY next, the 2th inst.
Freight taken on reasonable terms. Apply to
WILLIAM M. BAIRD & CO,
my21-st
No. 182 South Wharves.

my21st

NO. IM South Wharves.

FOR SAN FRANCISCO.

BOBINSON'S CALIFORNIA CLIPPER LINE.

BAILING REGULARLY AS ADVERTISED.

Freight for this Line sent to New York by Swift.

Sure Line at reduced rates.

The splendid Al extreme clipper ship

KING FISHER.

Harding, Commander.

Is now taking in the balance of her cargo at.

Fier Il East River, and having large engagements shippers may rely on prompt despatch.

For freight, at reasonable rates, apply to

BISHOP, SON & CO.,

105 Arch street.

BISHOP. SON & CO.,

DY23tf 105 Arch street.

FOR FREIGHT OR CHARTER.—A1 Br. bark

KATHLEEN, Williams, master, 490 tons register and 6 500 bbls. flour.

A1 Br. bark JAN ET. Kinney, master, 280 tons register and 8,000 bbls. flour.

A1 Br. bark BAITHASARA, Wilson, master, 224 tons register and 350 bbls. flour.

A2 Br. brig IDA, Thesing, master, 210 tons register and 2,500 bbls. capacity. Apply to

ap21 S Dock street whart.

EDMUND A. SOUDER & CO.,

ap21 S Dock street whart.

Shute, is now loading for the above port at willow street wharf, and will sail with despatch. For freight, apply to DAVID COOPER, 18 North Wharves.

WANTED.—A Vessel of about 200 tons for Providence, R. I. Apply to DAVID COOPER, 18 North Wharves.

WANTED.—A Vessel of about 100 M feet Lumber, to carry timber from Benton, Md. to William of the Coopen, Md. to William of

Wilmington, Del. Apply to DAVID COOPER, 18 N. Wharves.

CONSIGNEES' NOTICE.—Consignees of merchandlee per ship MERRIMAC Leckie, master, from Liverpool, will please send their permits on bard, at Shippen street wharf, or to the office of the undersigned. The general order will be issued on Wednesday the 23d inst., when all goods not permitted will be sent to public stores. PETER WRIGHT will be sent to public stores. PETER WRIGHT SONS, 118 Walmut street.

SONS, 118 Walmut street.

GHIP TAMERLANE, Jackson, master, from Liverstein in the control of their goods. PETER WRIGHT as SONS, 118 Walmut street.

STEAMSHIP NORMAN, FROM BOSTON.—Considered of the coopen street wharf. Consignees will please steed for their goods. PETER WRIGHT as SONS, 118 Walmut street.

STEAMSHIP NORMAN, FROM BOSTON.—Considered of their goods, per above steamer, will please send for their goods, now landing at Pine street wharf. (my22-31) HENRY WINSOR & CO.—

TAS. S.SHINDLER, successor to JOHN SHINDLER.

Wharf. (m)22-31 HENRY WINSOR & CO.

JAS, S.SHINDLER, successor to JOHN SHINDLER
& SUNS, Sail Makers, No. 300 North DELAWARR
Avenue, Philadelphia.
All work done in the best manner and on the lowest
and most favorable terms, and warranted to give pars
feet satisfaction.

Particular attention given to repairing. EXPRESS COMPANIES.

NATIONAL EXPRESS AND TRANSPORTATION COM. ANY. STREET, PHILADELPHIA.

OFFICE—630 MARKET STREET,
PHILADELPHIA.

THE NATIONAL EXPRESS AND TRANSPORTATION COMPANY, having finely completed its Southern through connections from NEW YORK and PHILADELPHIA to BALITIMORE WASHINGTON, RICHM ND, SAVANNAH, CHARLESTON, and all intermediate and adjacent towns as far South as ATLANTA Ga., and also having perfected its Western connections, via the Baltimore and Ohio Raliroad over mail roads, to CINCINNATI AND ST. LOUIS, Is now prepared to receive Freight, Merchandise, Valuable Packages,
M. NEY AND BULLION, and to transfer the same to or from places designed and all intermediate points as EFFICIENTLY, EXPEDITIOUSLY and CHEAPLY ascan be done by any other Express Company.

Offices are also cpened in MOBILE AND NEW ORLEANS, And in a lew days the company will run through, via MONTGOMERY, to these places.

B. F. FICKLIN, General Superintendent. mylo 182 100 MORILE AND NEW ORLEANS, PREMOVED to the Company's New Building, S. E. corner of ELEM VENTH and MARKET streets. Entranceon Eleventh street and on Marble street.

STALL MONEY and COLLECTION BUISINESS will be transacted as heretofore at 230 Chestnut street. Small Parcels and Packages will be received as Indices, inquiries for goods and settlements to be made at 200 Chestnut street.

PHILADELPHIA APRIL 24, 1868.

PHILADELPHIA APRIL 24, 1868.

PHILADELPHIA APRIL 24, 1868.

POND'S BOSTON BISCUIT.—Bond's Boston Buital Band Milk Escult, landing from steamer Norman, and the property of the company and provious to 5 p. M. will and any calls entered therein previous to 5 p. M. will and any calls entered therein previous to 5 p. M. will and any calls entered therein previous to 5 p. M. will and any calls entered therein previous to 5 p. M. will and any calls entered therein previous to 5 p. M. will and any calls entered therein previous to 5 p. M. will and any calls entered the

BOND'S BOSTON RISCUIT.—Bond's Boston Butter and Milk Biscuit, landing from steamer Norman, and for sale by JOS. B. BUSSIER & CO., Agents, for Bond, 198 South Delaware avenue.