Special Despatch to the Bulletin. WASHINGTON, June 27 .- The Ways and Means Committee have concurred in about two-thirds of the Senate's amendments to the tax bills, and it will be reported to the

House to day.

The Senate Judiciary Committee to-day decided to report a bankrupt bill, and they will, if possible, consider it this session. In the contested election case of Koontz and Coffroth, the arguments were closed to-

Sherman's new Telegraph bill has considerable strength in the Senate, and the chances are that it will pass.

[Correspondence of the Associated Press.] WASHINGTON, June 27 .- Notice is given to holders of certicates of indebtedness issued under the act of Congress. Approved March 1st and 17th, 1862, that the Secretary of the Treasury, in accordance with said acts, and the tenor of said certificates, is prepared to redeem before maturity, all certificates of indebtedness falling due after August 31st, 1866, with accrued interest thereon, if presented for redemption on or before July 15th, sented for redemption on or before Julyloth, 1866, and that hereafter such certificates will cease to bear interest, and will be paid on presentation at this department with interest only to said 15th of July. The above notice taken in connection with that of the 22d ultimo, calls in all outstanding certification of indebtodness. cates of indebtedness.

The Senate, in executive session, yester-

day confirmed the following nominations: To be Consuls—Geo. W. Bowrie, of Cali. fornia, at Canton; Charles Muellert, of Chio, at Amsterdam; David H. Strother, of West Virginia, at Buenos Ayres; W. P. Atwell, of Wisconsin, at Maracaibo; George W. Dodge, of Vermont, at Bremen.
The Senate also confirmed the following

nominations to be Collectors of Interna N. P. Knapp, 10th Collection District of Illinois; W. H. Markle, 21st Collection Dis-trict of Pennsylvania; O. L. Mann, 1st Col-

lection District of Illinois.

To be Assessors of Internal Revenue— Robert Clark, 13th District, Pennsylvania; Thomas Orton, 6th District, Pennsylvania. To be Deputy Postmasters—E. H. Shelby, Rome, N. Y.; Moses S. Wood, Clinton, N. Y.; Chas. H. Hopkins, Utica, N. Y.; Daniel Mace, Lafayette, Ind.; Will iam Abrugh, Bowling Green, Wis. Orrin Guernsey, Special Indian Com-

missioner, reports to the Commissioner of Indian Affairs, under date of Fort Sully, June 12th, that councils had been held with the tribes with which we made treaties last fall. They have suffered much during the past hard winter, some of them actually starving to death, but notwithstanding this they have been very quiet, and have observed their treaty stipulations faithfully, which was certainly doing better, Mr. Guernsey says, than white men would have done under the circumstances.

The Commissioner of Indian Affairs, in a letter to the Secretary of the Interior, re-commends the dismissal of Indian agent Bryson, of the Smith river reservation, California, for having inflicted capital pun-ishment upon an Indian who had killed another in that locality, as there is no authority for an agent to act in capital offences where the civil law is in force.

S. F. Packer has been recognized by the President as Vice Consul of Sweden and Norway, at Key West, and August Beck, as Consul for Hesse Darmstadt, at Chicago,

The Election in Texas.
GALVESTON, Texas, June 26.—The Union vote is larger than was anticipated and will probably be one-third when the western and central counties are heard from. Travers county, containing the seat of Govern-ment (with two precincts to hear from), gives Throckmorton, 406; Rease, 326, for representative. Hancock (Conservative) has 275, and Gray (Union) 212. The Conservative of Conservativ vote is solid for the amendments to the State Constitution, and the Union vote is against them.

Louisiana Politics. New Orleans, June 26.—A caucus of the 1864 Convention was held to-day. Reporters are excluded except the correspondent of the New York *Tribune*, which paper, it is understood, will be the official organ. Judge Durel, the President of the Convention, was called upon to preside, but de-clined, whereupon he came in for con-Biderable censure.

Judge Howell, President pro tem, was then

authorized to counsel with the Governer and in connection with him call for the assembling of a convention.

A proclamation, it is expected, will be issued the day after to morrow for the assembling of the convention the latter part of July. The object of the convention is understood to be the ratification of the con-

stitutional amendments. XXXIXTH CONGRESS-FIRST SESSION.

WASHINGTON, June 27, 1856.
SENATE.—Mr. Wilson (Mass.) from the Committee on Military Affairs, reported adversely on the House bill directing the Secretary of War to purchase Dugannes' tactics, for the use of the army.

Mr. Wade (Ohio), from the Committee on the District of Columbia, reported a bill to the meaning the county of Alexandria to the

re-annex the county of Alexandria to the District of Columbia.

Mr. Anthony (R. I.) introduced a bill to establish post routes between the United States and Europe, and reduce the cost of transportation of the mails. Referred to

the Committee on post routes and post roads.

The bill to aid in the construction of telegraph lines was then taken up.
On motion of Mr. Doolittle (Wis.), after a discussion, the consideration of the telegraph bill was postponed until to-morrow;

yeas 20, nays 14.

A bill to change the place of holding the
U. S. Court in the Northern District of Georgia, from Marietta to Atlanta, was

House.—On motion of Mr. Eggleston (Ohio) the Senate joint resolution for the construction of a railroad bridge across the Cuyahoga river, over and upon the Government piers at Cleveland, Ohio, was taken up, read three times and passed.

On motion of Mr. Kasson (Iowa), the Com-

mittee on Appropriations was discharged from the further consideration of the Senate joint resolution for the payment of certain Kentucky militia forces, and Senate bill to settle the claims of the State of Kansas for the services of her militia and the same were referred to the Committee on Claims. The Senate bill further to prevent smuggling came up as the unfinished business of yesterday, and was discussed during the morning hour by Messrs. Eliot, Humphrey

and Hale, Mr. Eliot (Mass.) moved the previous Mr. Eldridge (Wis.) wished to offer an amendment to repeal section 4 of the act of the lat of March, 1817, concerning navigation, which section operated severely against the transportion of wheat from the West to the East by preventing the competition of Canadian vessels in the carrying trade between ports of the United States. Mr. Eliot declined to yield for that purpose.

The Canadian Budget.
OTTAWA, C. W., June 27th.—The Finance
Minister brought down the budget last night.
The expenditure for the past year amounts
to \$12,100,000, of which \$270,000 was applied
to the reduction of the public debt. The expenditures include all the charges incurred on account of the Fenian raids. n account of the Fenian raids. The customs have realized over a million

of dollars in excess of the previous year. Imports excess, \$8,500,000. Exports, excess, \$9,000,000. The whole trade of the province has in-

From our Third Edition of Yesterday. | creased \$18,000,000. The expenses incurred in consequence of the Fenian raids amounted to \$1,100,000. The Finance Minister alluded to the

effectual manner in which the United States Government had dealt with the Fenians but said that the Fenian snake was "scotched," and not killed. The duty of the Province was to be in a

position more effectually to repel aggressors. Consequently, instead of the \$50,000 heretofore asked for militia purposes, the sum of \$1,500,000 was placed in the estimates. In consequence of the abrogation of the Reciprocity Treaty it became imperative to re-arrange the customs. The estimated falling off in revenue is \$1,000,000. In order to supply the deficiency, the following is proposed:—To raise the duty on spirits from thirty to sixty cents per gallon; to raise the custom duty on whisky and brandy to the specific standard freeward gents a gallon; to lawred the second standard. of seventy cents a gallon; to levy a duty on Indian corn and coarse grains from the

Gold. NEW YORK, June 27, noon.—Gold, 1553.

States of ten cents a bushel.

Markets.

New York June 27th.—Cotton is dull at 33@39c, for middlings. Flour steady; sales of 7,000 bbls. at \$6 20@ 98 for State; \$8 55@413 75 for Ohio; \$2 20@95 50 for Western; \$10 14@417 for Southern; and \$865@413 75 for Canada. Wheat firm—small sales Corn steady; sales unimportant,—Beef steady.—Pork-firm; sales of 1200 bbls at \$81 61% @31 75. Lard dull. Whisky dull. Stocks are steady; Chicago and Rock Island, \$2%; Michigan Southern, 78k; N. Y. Central, \$8%; Reating, 18%; Hudson River; 110%; Canton Co., 53%; Erie, 59%; Western Union, 52%; Bos'on Water Power, 34%; Carolina's, 84%; Tennessee 63. 89; Ten-Forties 86%; Treasury 7 \$108, 102%; Five-twenties, 104% Gold, 155%.

OYER AND TERMINER-Judges Peirce and Ludlow.—In the case of William Golcher, charged with the murder of Noah Mick, the jury rendered a verdict of not

guilty.

This morning the case of William A. Maguire was called. It will be remembered that on Saturday evening, April 2, 1864, the prisoner killed Maggie Baer at the Continental Theatre. Subsequently his counsel alleged that he was insane and a jury was selected to try that question. The jury found him to be insane, the trial of that issue taking place in January, of that issue taking place in January, 1865. It is now alleged that Maguire has recovered, and Messrs. Cassiday and Brooke asked to have a day fixed for his trial on the charge of murder. The Court desired testimony in regard to the mental condition of the prisoner. Witnesses were examined yesterday, and they testified that Maguire was sane. This morning Dr. H. Asguire was sane. This morning, Dr. H. H. Smith, of the prison, testified that so far as he could judge, Maguire is now sane. District Attorney Mann said that in view of the testimony, the prisoner should be tried. Mr. Cassiday asked that an early day be

Mr. Mann said that the 20th of September was the earliest day he could fix. Mr. Cassiday argued that if there was to be this delay, he was entitled to have the prisoner admitted to bail, the Common-wealth having failed to try during the first

term of his commitment.
There was some dispute as to the exact date of the commitment and the term to which the prisoner was held, and an officer was sent to the prisoner to obtain the cal-

Sarah Sibb (colored) was put on trial. charged with the murder of Nellie Taylor, on the 27th day of April, 1866, at Seventh and Spruce streets. Nellie Taylor and a friend with two men were at the corner, and while thus standing the prisoner passed them. In doing so, her dress caught on the door-scraper. The deceased laughed. The parties then engaged in an angry quarrel, and finally came to blows, and the deceased was stabbed directly over the eye, the brife paratreting to the brain. The friend with two men were at the corner, and deceased was stabled directly over the eye, the knife penetrating to the brain. The deceased got up and was able to walk a short distance, and then dropped on the sidewalk, where she was found and taken to the Hospital, where she died the next day. The case is still on trial.

Sales at Philadelphia Stock Board. SALES AFTER FIRST BOARD. \$1000 U S Treas 7 \$-105 | 100 ah Phila & Erle \$9) \$0\% |
Notes June | 102\% | 110 ah Dhila & Erle \$9) \$0\% |
8000 U S 5-20s \(\) 68 reg 103 | 100 ah do | 50 \(\) 33\% |
1000 Read \(\) 69 \(\) 44 s 10\(\) ah do | 40 \(\) 30\% |
1000 Read \(\) 69 \(\) 44 s 10\(\) ah do | 2ds 30\% |
400 City & new CdP \$6\% | 100 ah do | 2ds 30\% |
1500 do mun opp \$6\% | 200 ah do | 50\% | 100 ah Catawisa pf |
5 ah Cam & Am | 133\% | 150 ah Cean Oli | 530 5\% |
100 sh do | 133\% | 100 sh Cean Oli | 530 5\% |
200 ah do | 2ds 5\% |
\$100 sh Go DRD |
\$100 sh Reading R c 5\% | 100 sh do | 530 5\% |
\$200 ah do | 2ds 5\% |

208 547; | SECOND BOARD.

\$2000 U S 5-208 '22 102 103 500 sh Maple Shade 23/
1000 do reg 103 200 sh St Nicholas 2.69
4000 Penna R 1 mtg 104
3 sh Penna R b5wn 55

DEUGS. PURE

LIBERTY WHITE LEAD.

THE BEST IN THE MARKET.

1st. For WEARING and COVEPING properties, 2nd, For WHITEMESS and BEAUTY of finish, 3rd, For UNIFORM FINENESS of grinding, 4th, Same weight will do MORE and BETTER WORK

at a given cost than any other.

Most ECONOMICAL White Lead ever introduced 6th. If you wish to procure as much value as possible for your money and secure handsome and dura-ble work, instruct your painter to use

PURE LIBERTY WHITE LEAD.

Try it and be convinced. Estisfaction guaranteed by the Manufacturers.

ZIEGLER & SMITH Wholesale Drug, Paint and Glass Dealers,

137 North Third Street,

PHILADELPHIA.

COD LIVER OIL (new made) regularly received in quantities suitable to the trade.
ALCOHOL, 55 per cent, finest quality in best of packages. EFINED CAMPHOR, in original packages. Ipecac Root, Ipecac powdered; Ipecac, powdered, In ½ ib. bottles; Powdered Calisaya Bark, Powdered Riu, barb, Powdered Jalap, in bottles; for sale by JOHN C. BAKER & CO., No. 718 Market street. BLAIR'S PURE FRUIT SYRUPS put up in bottles expressly for Families in the country. One table expressly for Families in the country. One table spononful of any of these Syrups added to a glass of loc water, makes a most refreshing and delightful draught almost. If not equal to soda water. Orders by mall prempily, answered. H.G. BLAIR'S SONS, Apothecaries, Eighth and Walnut streets, Philadelphia. CAMPHOR.—A lot of Camphor for sale by WIL LIAM FALIS & CO., Druggists, No. 724 and 72 Market Street.

Mark et street.

EXTRAOT OF BEEF for beef tea or Essence of Deep in sickness or for sours for table use. Made n Eigin, Illinois, by Gall Borden, from the juices of choice beef and is superior in delicious fiavor and quality to any hitherto known. Packets with full directions, one collar each. HUBBELL, Apothecary 1410 Chestnutstreet.

rections, one deliar each. HUBBELL, Apothecary ino Chestant street.

DRUGGISTN'S SUNDRIES. — Graduates — Mortan Pill Tiles, Combs, Brushes, Mirrors, Twestern, Pull Boxes, Horn Scoops, Surgical instruments, Trusses, that and Soft Rubber Goods, Vial Cases, Gless, and street, Pull Boxes, Horn Scoops, Surgical instruments, Trusses, Son, all street, First Hands' prices.

App-til 28 South Eighth street, SNOW DEIN & HROTHLER, 28 South Eighth street, Pull Boxes, Holley And Rade Streets; Wholesay Druggists, Manniachness and Dealers in Window offer to the trade, or consumers, a complete stock of goods in their line, at the lowest market rades.

BORERT SHOEMAKER & CO., No. CORNIER OF The Consumers of the trade, or consumers, a complete stock of goods in their line, at the lowest market rades.

DAY, RUM.—Just received, an invoice of Genuine of Magnesia United Receiveds.

MAGNESIA—Jouning's Calcined, in 10th, round time Mand boxes, also in bottles: Jenning's Carbonate of Magnesia in 20th and 18 see streets.

MAGNESIA—Jouning's Calcined, in 10th, round time Mand boxes, also in bottles: Jenning's Carbonate of Magnesia in 20th, and 4 oz. papers. Heavy Calcined Magnesia in 20th, and 4 oz. papers. Heavy Calcined Philadelphia.

JMPERIAL PRUNES.—10 Cases 7 b. Casesters, high grade, French Imperial Prunes, landing and for sale by JOS, B. BUSSIER & CO., 108 South Delaware avenue.

WA/ALNUTS AND ALMONDS.—New Crop Granuble

WALNUTS AND ALMONDS.—New crop Greauble Walnuts and Paper Shell Almonds, for sale by J. B. BUSSIER & CO., 108 S. Delaware Avenue.

TRAVELING GUIDE. NOBTH: PRINNYLYANIA: B. R.—THE MIDDLE ROUTE.—Shortest and moet direct line to Bethlehem. Allentown Manch Chunk, Hazleton, White Haven Wikesbarre, Mahanoy City, and all points in the Lenhigh and Wyol Pausenger Depots in Philipping Cost Regions. ming Coal Regions.

Passenger Depots in Philadelphia, THIRD street above Thompson, and corner of BERKS and AMERICAN streets.

above Thompson, and corner of REEKS and AMERIOAN tirects.

SUMMER ARRANGEMENT,

NINE DAILY TRAINS

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

AT 7.30 A. M.—Morning Express for Bethlehem and
and Principal Stations on North: Pennsylvania Railroad, connecting: at Bethlehem with Lehigh Valley
Railroad for Allentown, Catasanqua, Slatington, Manoh
Chunk; Weatherly, Jeanesville, Hasleton, Waite Hayen, Wilkesbarre, Kingston, Pittaton, and all points in
Lehigh and Wyoming Valleys; also, in connection with
Lehigh and Mahanoy Railroad, for Mahanoy City, and
with Catawissa Railroad, for Rupert, Daaville, Milton
and Williamspert. Arrive at Mauch Ohunk at 11:5 A.
M.; at Wilkesbarre at 2.45 P. M.; at Mahanoy Oity at 3
P. M. Passengers by this train can take the Lehigh
yalley Train, passing Bethleheni at 12:00 M. for Rasbon and points on New Jersey Central Bailroad to
New York.

AT 8.85 A. M.—Accommodation. for Devicetors

Valley Train, passing Bethlehem at 12.00 M, for Easton and points on New Jersey Central Railroad to New York. A M.—Accommodation, for Doylestown, atopping at all intermediate Stations. Passengers for Willow Grove, Hatbord and Hartayille, by this train, take Stage at 0.04 York Road.

AT 10 A. M.—Accommodation, for Fort Washington, stopping at all intermediate Stations.

At 2.30 P, M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope.

AT 3.30 P, M.—Evening Express for Bethlehem and principal Stations on the North Pennsylvania Railroad, making close connection at Bethlehem with Lehigh Valley Train for Easton, reaching there at 6.45 P. M.—Passengers for Plainfield, Someryille and other points on New Jersey Central R.R. take N. J. C. Train at Easton, which arrives in New Yerk at 10 P. M.—Passengers for Summeytown take stage at North Wales, 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 Hartsylle take a tage at Abington; for Lumberville at Doylestown.

AT 5.15 P. M.—Accommodation, for Bettlehem and all Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Allentown, Manch Chunck, dr.

AT 6.15 P. M.—Accommodation, Rr. Lausdale, stopping at all intermediate Stations.
At 11 P. M. Accommodation for Fort Washington.
TRAINS FOR PHILADELPHIA.
Leave Bethlehem at 6.25 A. M., and 12.55 M., and 6.18

Leave Bethlehem at 6.25 A. M., and 12.36 M., and 6.18 P. M.

12.25 train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahoney City, Hazleton, and arrives in Philadelphia at 2.30 P. M., Passengers leaving Wilkesbarre at 1.15 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 2.30 P. M.

Leave Doylestown at 6.40 A. M. 8.15 and 8.50 P. M.

Leave Fort Washington at 10.50 and 8.15 P. M.

ON GUNDAYS.

Philadelphia for Bethlehem at 9.4 M.

Philadelphia for Doylestown at 2.36 P. M.

Philadelphia for Doylestown at 2.36 P. M.

Philadelphia for Philadelphia at 7.20 A. M.

Reinlehem for Philadelphia at 7.20 A. M.

Bethlehem for Philadelphia at 8.30 P. M.

Fifth and Sixth Eircets Passenger Cars conv y passengers to and from Berks Street Depot.

White Cars of Second and Third Streets Line convey passengers to Third Street Epot.

Tickets must be procured at the Ticket Offices, THIRD street of farc.

KILLIS CLARK, Agent.

Hillman's Saggage Express will call for and deliver Raggage at the Depot.

Office, No, 123 South THIRD streets.

Baggage at the Depot.
Office, No. 113 South TRIRD street.
my21

Omes, No. 13 Scott Trible Frees. my21

The Company of the Company

through to Trenton. LINES FROM KENSINGTON DEPOT WILL leave days excepted.

At7.50 and 11.60 A. M., 3, 8.50, 4.56, 5 and 3, 45 P. M., and 12 Midnight, for Bristol, Trenton. &c.

At7. and 10.16, A. M., 12 M., 3, 4,5, and 6 P. M., for At7 and 10.16, A. M., 12 M., 3, 4,5, and 6 P. M. for Cornwells, Toristale, Holmesburg, Tacony, Wissingming, Bridesburg and Frankford and at 16.15 A. M. for Bristol. Schencks, Eddington and 8 P. M. for Holmesburg and Intermediate Stations.

BELVUIDREE DELAWAIRE RAILEOAD, for the Delaware River Valley, Northern Penasylvania, and Kew York State, and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Depot, as follows:

trains daily (Sundays excepted) from Kensington Depot, as follows:

At 7.30 A. M. and 3.50 P. M. for Nisgara Falls, Butfalo, Dunkrik, Canandaigua Efmitra, Linaca, Owego,
Rochester, Binghampton, Oswego, Syracuse, Great
Bend, Montrose, Wilkesbarre' Scranton, Stroudsburg,
water Gap, Belvidere, Easton, Lambertville, Flemngton, &c. The 3.50 P. M. Line connects direct with
town, Bethlehem, &c.
At5 P. M. for Lambertville and intermediate Stationa

For New York, and Way Lines leaving Ken
sington Depot, taxe the cars on Fifth street, above

For New York, and Way Lines leaving Ken sington Depot, take the cars on Fifth street, above Walmut, half an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot, on Sundays, Qumibuses will leave Walnut street wharf at 6 P. M. to connect with 6.45 P. M line.

Fifty Pounds of Baggage only, allowed each Pastenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over nity 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 life, except by special contract.

As Tickels sold and baggage checked direct through to Boston, Wordster, Springifeld Hartford, New Haven, Neuport. Albany, Troy and Saraloga.

Graham's Baggage Krypers will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street, or at No. 102 South Twelfith street.

LINES FROM NEW YORK FOR PHILADELPHIA:

Will leave from foot 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 Kenington.

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

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

WM, H, GATZMER, Agent.

WM, H, GATZMER, Agent.

WM, H, GATZMER, Agent.

PHILADELPHIA. GERMAN

NORRISTOWN

NORRISTOWN

DAY, May 16th, 1866.

Leave Philadelphia—5.7, 8, 9, 10, 11, 12, A: M.; 1, 2, 310

minutes, 24, 4, 5, 6, 54, 6, 7, 8, 9, 10, 11, 12, P. M.

Leave Germantown—5.7, 74, 8, 22, 9, 10, 11, 12, A. M.;

1, 2, 8, 43, 6, 6, 7, 7, 8, 9, 10, 11, 12, A. M.

The 8.20 down train, and the 24 and 52 up trains de

uet ston on Germantown Branch.

And 11, P. M.
Leave Chestnut Hill—7.10 minutes, 3, 240, and 11,46 A.
M.; 1.40, 2.40, 5.46, 6.40, 8.40, and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphiz—2.10 minutes, A. M.; 2, 5, and 8
P.M. P.M.

Leave Chestant Hill—7.40 minutes, A. M.; 2, 5, and 8
P.M.

Leave Chestant Hill—7.40 minutes, A. M.; 12.40, 6,14
and 9.25 minutes P. M.

FOR CONSHOHOUGEN AND NORRISTOWN.

Leave Philadelphia—6, 2.55, 11.05 minutes, A. M.; 1½,
3, 4½, 5½, 5½, 5,05, and 11½, P. M.

Leave Norristown—5½,7, 7,56, 9, 11, A. M.; 1½, 4½, 6½
and 8 P. M.

The 5½ P. M. train will stop at School Lane, Wissahiekon, Manayunk, Spring Mills and Conshohocken
only.

ON SECOND

only.

ON SUNDAYS.

Leave Philadelphia-9 A. M., 2%, 4, and 7% P. M.

Leave Norristov.n-7 A.M., 1, and 5% and 9, P. M.

FOR MANAYUNK.

Leave Philadelphia-6, 8.25, 11.05 A. M.; 1%, 8, 4%, 5%, 6%, and 11% P. M.

Leave Manayung-6%, 7%, 8.20, 9%, 11%, A. M.; 2, 5, 6% and 8%, P. M.

ON SUNDAYS.

to and 8%, P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 1% 4, and 7% P. M.

Leave Manayunk—7% A. M.; 1% 6, and 9% P. M.

W. T. WILSON, General Superintondens,

Depot, Ninth and Green streets. Depot, Ninth and Green streets.

WEST CHESTER AND PHILABEDIA. VIA MEDIA. SUMMER ARRANGEMENTS.
On and after MONDAY, June 4th, 1866, the trains will leave as follows:
WEST OHESTER TRAINS.
Leave Philadelphia fer West Chester, from Depot Thirty-first sad Market street, 7.20 A. M., 1.00 A. M., 1.20, 4.5 and 7.00 P. M.
Leave West Chester for Philadelphia, from Depot on E. Market street, 6.20, 7.30, 10.45 A. M., 1.65, 4.50 P. M.
Trains leaving West Chester at 7.30 A.M. and leaving Philadelphia at 4.4 P. M., will not stop at Pennelton and will stop below B. C. Junction at Media only.
PENNELTON TRAINS.
Leave Philadelphia for Pennelton 5.47 and 10.30 P. M.
Leave Pennelton for Philadelphia 3.16 A. M., 7.35 P. M.

Leave Philadelphia for Pennenco 5.17 and 10.50 r.m.,
Leave Pennelcon for Philadelphia 8.18 A. M., 7.35
P. M.
These Trains step at all intermediate Stations.
ON SUNDAYS—Leave Philadelphia at 8.50 A. M.
and 2.00 P. M.
Leave West Chester 7.55 A. M. and 5.00 P. M.
Tilli otherwise ordered a Market Passenger Train
will leave West Chester for Philadelphia, on Tuesdays
and Fridays only. 3t 6.45 P. M.
ON SUNDAYS—The West Philadelphia, Passenger
cars will leave Eleventh and Market streets, halfanhour before the Train leaves the depot, and will leave
depot on the arrival of each train to convey passengers
into the city.

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

Trains leaving Philadelphia at 7.20 A. M. and 4.45 P. M., and leaving West Chester at 7.20 A. M., and 4.50 P. M., connect at B. C. Junction with Trains on the P. and B. C. R. B. for Oxford and intermediate points.

As Passengers are allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding one hundred dollars, miless a special contract is made for the taunction. HENRY WOOD. General Superintendent RARITAN AND DELAWARE
BA. RAILROAD COMPANY.
FOITUE—On and sizer MONDAY, the 1sth of May,
trains on this road will leave the Depot of the Camden and Atlantic Railroad Company, at Cooper's
Foint, can den, as follows:
Express, for Long Branch, New York, and intermediate stations, at 2.30 A. M.
Freight, for New York and intermediate stations, at 2.30 P. M. 2.30 P. M.
Mail and Express, for New York, at 2.30 A. M.
Returning, trains leave Pier \$2, North River, foot of
Duare street, at 11.00 A. M. and 400 P. M., and Pie
No. 3, at 4.15 P. N. No baggage taken at Pier No. 3.

Bare, to and from New York, \$2.00.
my17 W. N. CLAYTON Superintendent,

TRAVELING GUIDE. TRAINS, June 4, 1866, leaving the Company's Depot TBIE TEENTH and CALLOWHILL Streets, Phila-delphis at the following house. At 7.30 A. M. for Reading and all intermediate Stations.

tions.

MORNING EXPRESS.

At 8.15 A. M., for Reading, Lebanon, Harrisburg Potsyllie, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Nigaras Falls, Buffalo, Allentows, Wilkesbarre, Pittston, York, Carlisle, Chambers own, Wilkesbarre, Pitiston, York, Carliste, Chambersburg, Hagerstown, &c., &c.

This train connects at READING with the East
Pennsylvania Railroad trains for Alleutown, &c.,
and with Reading and Columbia R. R. trains for Colum
bla, &c., with the Lebanon Valley train for Harrisburg,
&c., at PORT CLINTON with Catewissas Railroad
trains for Willamsport, Lock Haven, Elmira, &c., at
HARRIEBURG, with Florthern Central, Cumberland
Valley, and Schuyikill and Susquehanna, trains for
Northumberland, Williamsport, York, Chambersburg,
Pinegrove, &c.

AFTERNOON EXPRESS.

Northumberland Williamsport York Chambersburg, Pinegrove, &c.

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

EEADING ACCOMMODATION.

Leaves Reading at 6.00 A. M., stopping at all waystations; arrives in Philadelphia at 5.50 P. M.; arrives in Reading at 7.55 P. M.

Trains for Philadelphia at 5.00 P. M.; arrives in Reading at 7.50 P. M.; arrives in Philadelphia at 5.50 P. M.; arriving in Philadelphia at 1.00 P. M., Afternoon trains leave Harrisburg at 2.10 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 4.50 P. M.; arriving at Reading at 7.30

A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 4.10 P. M. A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 9.10 P. M. Market train, with a Passenger Car arached, leaves Philadelphia at 4.245 noon for Reading and all way stations; leaves Reading 11.30 A. M., and Downingtown U.50 P. M. for Philadelphia and all way stations. All the above trains run daily, Surdays excepted. Sunday trains leave Pottaville at 8.00 A. M., and Philadelphia at 3.15 P. M.; leave Philadelphia, for Reading at 8.00 A. M., returning from Reading at 4.35 P. M.

CHESTER VALLEY RAILBOAD. Passengers for Downingtown and Interrediate points take the 7.30 and 8.15 A. M. and 5.00 P. M. trains from Philadelphia, returning from Downingtown at 6.35 A. M. and 12.80 Noon. M. and 12 30 Noor.

NEW YORK EXPRESS, FOR PITTIBURGH AND
THE WEST.

Leaves New York at., 9 A. M. and 8.00 P. M. passing
Reading at 1.05, 11.83 AM., and 1.45 PM. and connect at
Harrisburg with Pennsylvania, and Northern Central
Railroad Express Trains for Pittaburgh, Chicago, Wiltiamsport, Elmira, Baltimore, &c. Halftest Express Trains for Fittsburgh, Unicago, Wil-liamsport, Elmira, Baltimore, &c.

Beturning, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburgh.rt 3 and 2.65A.M., 9.15 P.M. passing Reading at 4.6 and 10.52 A. M. and 11.30 P. M. arriving at New York 10 A. M., and 2.45 P. M. Sleeping Jars accompanying these trains through between Jersey City and Pittsburgh, without change.

troins through between Jersey Givy and Pittsburgh, without change.

Mall train for New York leaves Harrisburg at 2.10 P.

M. Mall train for Harrisburg isaves New York at 18 Noon.

SCHUYLKILL VALLEY RAILBOAD.

Trains leave Pottsville at 7, 11.30 A. M. and 7.15 P. M., returning from Tamaqua at 7.35 A. M., and 1.40 and 4.15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILBOAD.

Trains leave Auburn at 7.50 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont returning from Harrisburg at 3.20 P. M. and from Tremont at 7.30 A. M. and 5.25 P. M.

Trains leave Auburn at 7.50 A. M. for Pinegrove and Tremont at 7.30 A. M. and 5.25 P. M.

Tremont at 7.30 A. M. and 5.25 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and Watsand Canadas.

The following tickets are obtainable only at the Office of S. Bradford, Tressurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General superintendent, Reading.

COMMUTATION TICKETS,

At 35 per cent., discount between any points desired for families and irms.

At 25 per cent, discount between any points desired for damilles and firms.

MILEAGE TICKETS.

Good for 2,000 miles, between all points, at \$53 50 each. Good for 2,000 miles, between an profession families and firms.

SEASON TICKETS.

SEASON TICKETS, for velve morths, for rates. For three, six, nine or welve more saly, to all points at reduced rates.

CLEBGYMEN CLERGY MEN

Kesiding on the line of the Road will be furnished
with cards, entitling themselves and wives to tickets at EXCURSION TICKETS.

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

skin only at the Ticket Unicest Tripreenth and Callow-hill streets.

FREIGHT.

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. H., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinten, and all points beyond.

MALLS.

Close at the Philadelphia Post Office for all places on the read and its branches at 5 A. M., and for the principal Stations only at 3.15 P. M.

WEST JERSEY RAILEOAD
LINES From foet of Market street
-Upper Ferry. Commencing THURSDAY May 31,
1866 LRAVE PHILADELPH(A AS FOLLOWS:

SEO A. M. Mail for Bridgeton, Salem, and all intermediate Stations.

9.00 A. M. Mail for Cape May, stopping at Woodbury, Glassburo', Vineland and Millville, and all stations below Millville. Due 12.3 M.

3.00 P. M. Accomodation for Cape May, stopping at Woodbury and Glassboro', and all stations below larsboro'. Due 8.15 P. M.

2.30 P. M. Passenger, for Bridgeton, Salem and all intermediate stations.

E.30 P. M. Passenger, for Bridgeton, Salem and all intermediate stations.
6.00 P. M. Woodbury Accommodation.

KETURNING TRAINS.

Leave Cape May 6.50 and 11 A. M.

Bridgeton 7.00 A M. and 3.50 P. M.

Salem 6.45 A. M. and 3.35 P. M.

Ticket office in ferry building, foot of Market street.

TH-OUGH 11c KETS can also be purchased at Grabam's Beggage Express Office, No. 102 South Twelf. h street, Philodelphia, where orders are received for Baggage, which will be called for and checked at residence. ed for Baggage, which will be called for and checked tresidence.

Freight will be received at second covered wharf be low Walnut street from 7 A. M. until 5 P. M. Freight received at or before 9 A. M., will go forward same day. Freight delivered at 22 South Delaware Avenue.

J. VAN RENESELAER, Supernitendens.

THE WEST JERSEY EXPRESS COMPANY will attend to all the usual branches of Express Bussians, receive, 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 Walnutstreet

PITTSBURGH, COLUMBUS COMPANY. THE PAN HANDLE ROUTE WESTWARD.

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

THERE BEING BUT ONE CHANGE OF CARS RET WEEN 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 strive at Alicona in the evening for supper, where Woodroff's Celebrated Palace State Room Sleeping Cars will be stitached, and run through to Columbur without change, avoiding changing cars at Pittsburgh at midnight, a comfort never before afforded to the traveling community.

Be sure to purchase tickets "VIA STEUREN. VILLE", ST. PRIMAGEDIA.

Gen'l Ficket Agt: Steubenville, O. JOHN H. MILLER. Gen'l Eastern Pass. Agt.

JOHN DURAND, Gen'l Sup'l.

SES Broadway, New York.

JOHN DURAND, Gen'l Sup'l.

Pennsylvania Railroad Office, 53 Chestnut street; and Thirtieth and Market streets, West Philadelphia.

Erie Mail Train.

Erie Express Train.

Erie Express Train.

Passenger Cars, un through on the Erie Mail and Express Trains beat change, both ways, between Philadelphia and

NEAL OR MAIL TRAIN BEAUTH OF TRAI delphia,
And for Freight business of the Company's Agents:
S. B. Kingston, Jr., corner Thirteenth and Market
streets, Philadelphia,
J. W. Reynolds, Erle,
Wm. Brown, Agent N. C. R. R., Baltimore,
H. H., HOUSTON,

H. H. HOUSTON,
General Freight Agent, Philadelphia,
H. W. GWINNER,
General Ticket Agent, Philadelphia,
A. L. TYLER,
General Superintendent, Erle,

General Superintendent, Erie,

General Superintendent, Erie,

MORE CENTRAL BAILROAD.

MORE CENTRAL BAILROAD.

MONDAY, March 19, 1886, the Trains will leave Philadelphia, from the Depot of the West Chester, & Philadelphia Railroad. corner of Inity-inst and Market Streets, (West Philada), at 720 A. M., and 4.45 P. M.

Leave Rising Sun, at 5.30, and Oxford at 6.05 A. M., and leave Oxford at 325 P. M.

Thi June ist a Market Train with Passenger Car attached, will run on Tuesdays and Fridays; leaving The Rising Sun at 10.45 A. M., Oxford at 11.45 A. M., and Kennett at 2.45 P. M., connecting at West Chester June 10.11 at 11.11 and 11. or Philadelphia.

The Train leaving Philadelphia at 4.45 rans to Rising The train leaving rainacepast from the figure of the figure of the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

TRAVELING GUIDE.

PHILADELPHIA, WILMING.

TON AND BALVIMORE RAIL.

ROAD—TIME TABLE.—Commencing MONDAY.

April 16th, 1868. Trains will leave Depot, corner of

Broad street and Washington avenue, as follows:

Espress Train, at 4.15 A. M. (Hondays excepted),

for Estimere and Washington, stopping at Cheeter,

Washington, Newark, 5 lkton, Northeast, Perryville,

Havre-de-Grace, Aberdeen, Perryman's, Magnolia,

Chase's and Stemmer's Run.

Way-mail Train, at 3.15 A. M. (Sundays ex
septed), for Baltimore, stopping at all regular stations

between Philadelphia and Baltimore.

Delaware R.R. Train, 9,90 A. M. (Sundays excepted), for

Princess Anne, Milford and intermediate stations.

Express train at 11.45 A. M. (Sundays excepted) for

Baltimore and Washington,

Express Train at 3.00 P. M. (Sundays excepted), for

Baltimore and Washington, stopping at Cheeter,

Claymont, Wilmington, Newark, Elkton, North-Esst,

Perryville, Hayre-de-Grace, Aberdeen, Perryman's,

Edgewood, Magnolis, Chase's and Stemmer's Run.

Night Express at 11.00 P. M. for Baltimore and Wash
ington.

Passengers by boat from Baltimore for Fortress

Night Express at 11.00 P. M. for Baltimore and Washington.
Passengers by boat from Baltimore for Fortress
Monroe, Norfolk, City Point and Richmond will take
the 11.45 A. M. Train.
WILMINGTON ACCOMMODATION TRAINS,
stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 9.00,11.15 A.M., 4.20, 6.00 and 11.30 P. M. The 4.30 P. M. train connects with the Dela-ware Railroad for Harrington and intermediate sta-

ware Rainvas of thomas and 9.50 A. M., 4.00 and 6.50 P. M.
Trains for Newcastle leave Philadelphis at 9.00 A. M., 4.30 and 6.00 P. M.
THROUGH TRAINS FROM BALITIMORE
Leave Wilmington at 11.00 A. M., 4.36 and 10.00 P. M. M. 430 and 6.00 P. M.

THROUGH TRAINS FROM BALITMORE.

Leave Wilmington at 11.00 A.M., 4.38 and 10.00 P.M.

Leave Wilmington at 11.00 A.M., 4.38 and 10.00 P.M.

Leave Chester at 7.48, 4.64, 10.14 and 11.40 A.M.,

4.53, 5.10, 7.25 and 10.38 P. M.

From Batimore to Philadelphia.—Leave Baltimore

7.25 A. M., Way Mail. 9.20 A. M., Express. 1.10 P. M.,

Express. 6.25 P. M., Express. 3.25 P.M., Express.

Trains for Baltimore leave Chester at 4.49 and 8.52

A. M., and 4.15 P. M.

Trains for Baltimore leave Wilmington at 5.28, and

3 A. M., and 4.15 P. M.

Freight trains with passenger car attached will leave
Wilmington for Perryville and intermediate stations

at 5.55 P. M. Leave Baltimore for Havre de-Grace
and intermediate Stations at 4.55 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, stopping at Chester, Wilmington, Newark, Rikton, Northeast, Perryville, Havro-de-Grace, Aber-deen, Perryman's, Magnolia, Chase's and Stemmer's Run.

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

Night Express 11.00 P. M. for Baltimore and Wash-Accommodation Train at 11.30 P.M., for Wilmington nd Intermediate Stationale

Accommodation Train at 1.30 P.M., for Wilmington and Intermediate Stations,—
BALITHORE FOR PHILADELIPHIA.
Leave Baltimore at 825 P.M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at Eikton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Eatlimore) and Chester to leave passengers from Baltimore of Washington.
Accomidation train will leave Wilmington for Philadelphia and Intermediate Stations at 6.30 P. M.
H. F. KENNEY, Superintendent,

H. F. KENNEY, Superintendent,

PENNSYLVANIA CENTRAL

FUMMER ARRANGEMENT.

The trains of the Pennsylvania Central R. R. 1987s
the Depet at Thirty-first and Market streets, which is
reached by the care of the Market streets, which is
reached by the care of the Market Street Passenger
hailway running to and from the Depot. The last car
leaves From street about thirty minutes, prior to
the departure of each Train.

ON SUNDAYS—Cars leave Eleventh and Market
streets is minutes before departure of each train.

Mann's Bageage Express will call for and deliver
Baggage at the Depot. Orders left at the office, No.
631 Chestnut street, will receive attention. 631 Chestnut street, will receive attention. TRAIN'S LEAVE AND ARRIVE AT DEPOT THUS:

LEAVE, MAIL TRAIN
DAY EXPRESS
PAOLI ACCOM. No. 1
PAST LINE & ERIE EXPRESS 1
HARRISBURG ACOM.
LANCASTER ACCOM.
LANCASTER ACCOM. PAOLI ACCOM. No. 2 PITTS BURGH & ERIE MAIL, 97 PAOLI ACCOM. No. 3, PHILADELPHIA EXPRESS † PHILADELPHIA EXPRESS 1 "12.40 A. M.
CINCINNATI EXPRESS 1 "12.40 A. M.
PHILADELPHIA EXPRESS 1 "7.10 "
PAOLI ACCOM, No. 1 "2.50 "
LANCASTER TRAIN "12.40 P. M.
LANCASTER TRAIN "12.40 P. M.
FASTLINE "12.40 P. M.
PAOLI ACCOM, No. 2 "4.10 "
BAY EXPRESS 1 "7.50 "
HARRISBURG ACCOM, No. 3 "7.50 "
HARRISBURG ACCOM, No. 3 "7.50 "
HARRISBURG ACCOM, No. 3 "7.50 "
BOILY, except Saturday, †Dally, iDaily, except Saturday, †Dally, except Saturday, †Running through from Philadelphia to Pittsburgh and Erie without change of cars.
SUNDAY ACCOMODATION TRAINS for Paoli and intermediate stations ieave Philadelphia at 9.00 A. M.
and 7.00 P. M., returning, leave Paoli at 6.50 A. M. and 4.50 P. M.

A TICKET OFFICE

Is located at No. 531 Chestmutstreet, where Tickets to all important points may be procured, and full information given by JOHN. C. ALLEN, Ticket Agent, Also at Thirty-first and Market streets, on application to THOS. H. PARKE. Ticket Agent, at the Depot.

An amigrant Frain runs daily, except Suncay. For full information as to fare and accommodations, apply to FRANCIB FUNK. No. 137 Dock street.

The Pennsylvania Raincad Co. will not assume any risk for Raggage, except for Westing Apparel, and limit their responsibility to One Hundred Dollars in value.

All Bargarge except for Westing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage 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

NEW ARRANGEMENT—PHIL

ADELPHIA TO WILLIAMS

FORT WITHOUT CHANGE OF CARS VIA CATA
WISSA ROUTE.

On and after Monday, April 2d, 1888, through cars

for Williamsport will leave the Philadelphia and Reading Railroad Depot, Thirteenth and Jallowhill streets,

at 8 A. M. arriving at Williamsport at 8 P. M.. and

making close cehnections for Elmira, Oil Regiona

Buffalo, Erie, Risgara Falls, Empension Bridge and
all places in the Western, North Western, South

Western States and the Canadas.

THROUGH TICKETS to all points can be procured

at the Company's office 425 Chestnut street, under

Philadelphia Bank, opposite the Custom House, at
the United States Telegraph Office in the Continental

Hotel, and at the Depot of the Philadelphia and Read

log Railroad Thir centh and Callowhill streets.

N. VANHORN, Passenger Agent.

BUBINESS VARUS. CHAW & JUSTICES PATENT DEAD-STROKE

FOWER HAMMER.—The under-ligned having become sele assignees and manufacturers in the State of
Pennsylvania of the above hammer, are prepared to
furnish them at short notice and on reasonable terms.

All communications from parties requiring hammers
for use in Pennsylvania nust be addressed to

MERRICK & SONS,
430 Washington avenue, Philadelphia.
Circulars containing full information will be forwarded on application.

1 DEES & HOFFMAN.

LUTES & HOFFMAN, CARPENTERS AND BUILDERS,
my2tfil No. 212 PEAR Street.
Residence; 666 Dickerson street. 1005 Taylor street.
Every description of Jobbing promptly attended to.
C. KNIGHT & CO., WHOLESALE GROCERS
LS. E. Cor. WATER and CHRSINUT! streets, Philadelphia. Agents for the sale of the Products of the Southwark Sugar Refinery and the Grocers' Sugar House, of Philadelphia. [31-177]

JAMES A. WRIGHT. THORNTON, PIKE, CLEMENT A GRISOM. THEOREM WHIGHT. FRAME L. NEALL.

FAFER WRIGHT & BONS,

Importers of Eathenware,

and

Shipping and Commission Merchants,

No. 115 WALINUT Street, Philadelphia.

PENNSYLVANIA WORKS, ON THE BELA
WARE river, below PHILADELPHIA,
CHESTER, Delaware county, Pa.
REANEY, SON & OO
Engineers and Iron Boat builders,
Manufacturers of

CONDENSING AND NON-CONDENSING ENGINES, Iron Vessels of all descriptions, Bollers, Vats, Tanka Propellers, &c., &c.
T. REANEY, W. B. REANEY, S. ARCHIBOLD Late of Engineer in Chief, U. S. Navy. Beaney, Neafe & Co., Penn Works, Phila.

Fenn Werks, Phils.

T. YAUGHAN MERRIOK.
JNO. E. COPE.
JNO. E. COPE.
SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS.
PHILADELPHIA.
MERRICK & SONS.
ENGINEERS AND MACHINISTS.
MICHAEL AND MACHINISTS.
Manufacture High and Low Pressure Steam Engines
for Land, River and Marine Service.
Boilers Gasometers, Tanks, Iros Boats, &c.
Castings of all kinds, either iron or brass.
Iron Frame Rooß for Gas Works, Workshops and
Railroad Stations, &c.
Retorts and Gas Machinery, of the latest and most
improved construction. improved construction of Plantation Machinery; and Sugar, Eaw and Grist Mills, Vacuum Pans, Open Steam Trains, Defacators, Filters, Pumping Em-Steam Trains, Defacators, Filters, Pumping Engines, 6c.
Sole Agents for N. Billeux's Patent Sugar Boling Apparatus, Neemyth's Patent Steam Hammer and Aspinwall & Woolsey's Patent Centriugal Sugar Draining Machine.

[AS FIXTURES,—MISKEY, MERRILL & THACKARA, NO. 718 OHESTNUT street, Mannineturers 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 war ranted.

ing, altering and repairing das pipes. All work way ranted.

THE PHILADRIPHIA RIDING SCHOOLA-T FOURTH street, above vine, will re-open for the Fall and Winter season on MonDAY, Sept. Stin Ladies and gentlemen desiring to acquire a thorough knowledge of this accomplishment will find every facility at this school. The horses are safe and wall brained, so that the most timid need not fear. Saddle horses trained in the best manner. Saddle horses rained in the best manner. Saddle horses rains to cars, steamboats, do.

THOS. CRAIGE 4 SOS.

DRIVY WELLS.—OWNERS OF PROPERTY.—The only place to get Privy Wells Cleansed and Disinfected, at very low prices.

Mannifecturer of Pondrette, Goldsmith's Hall, Library street

BEROONS CARACUAS INDIGO now landing from Bark WHITE WING for sale by JOHN DALLETT. & CO. 128 Walnut, street IMPERIAL FRENCH PRUNES.—56 cases in the Canisters, and anny boxes, imported and for sale by JOS. B. BUSSIER & CO 108 South Delaware avenue SHIPPING

FOR NEW YORK. Via Delaware and Baritan Canal The Philadelphia and New York Expre Steam Propellers leave DAILY for Branch First WHARF below MARKET streemaking the run in 24 HOURS.

This Line connects with all Northern and Raste Transportation Companies. Goods forwarded direction in the connects with all points free of commission.

ll points free of commission.
Freight received at lowest rates.
WM. P. CLYDE & OO., Agents,
14 South Wharves, Philacelphia
14 South Wharves, Philacelphia
14 South Wharves, Philacelphia
117. Wall street, New York FOR SAVANNAH, GA.

THE PHILADELPHIA AND SOUTHERS MAIL STEAMSHIP COMPANY'S REGULA LINE SALLING EVERY OTHER SATURDAY.

The fine new steamship

Capitain Jacob Te

The steamship TONAWANDA, J. Teal, comman

S. FLANAGAN, President,

JE4

-FOB BOSTON.
STEAMSHIP LINE DIRROYS
EALLY FROM EACY PORT SYREY FIVE DAY
FROM PINE ST. WHARF, PHILADE HPHA
AND LONG WHARF, BOSTON
The steamship SAXON, Captain Mazhews, will salfrom Philadelphia on Saturday, June 30, 35 10 A. M.
The steamship NORMAN, Captain (trowell, will sarfrom Boston on Tuesday, July 3, at 12 M.
The line between Philadelphia and Boston is not
sommosed of the. The line between Philadelphia and Boston is not composed of the ROMAN (new), Captain Baker, 488 tons b ROMAN (new), Captain Baker, 488 tons b RAXON, Captain drowell, 1,205 tons burtten. NORMAN, Captain drowell, 1,205 tons burtten. These substantial and well appointed steamain; will sail punctually as advertised, and freight will received every day, a steamer being always on the borth to receive cargo, Shippers are requested to send Rills of Lading will heir goods. tions, apply to HENRY WINSOR & CO.,
je23 332 South Delaware avenue.

Je28

FOR WILMINGTON, N. C.

The Philadelphia and Southern Magnesian P.

The Philadelphia and Southern Magnesian P.

The fine new steamship PIONEER, Captain P.

Hoxie, will commence receiving freight for the above port at RACE street wharf, on Thursday, June 28th, and sail on SATURDAY, June 28th, and sail on SATURDAY, June 30th, at 10 A. M.

The State Rooms of this Steamer are of a commedious and superior character.

Shippers will please send bills of lading with the goods, as none will be signed after the vessel leave the wharf. ETEPHEN FLANAGAN, President, a 420 South Delaware avenue, b For freight or passage, apply to WM. DENNIS, Secretary and Treasurer, 4

Consignees at Wilmington, WORTH & DANIEL je FOR SAVANNAH, GEORGIA.—Piones,
Line.—A first-class steamship leaves Pic
No. 4 North Biyer, New York, every SATURDAY for
he above port. he above port.
Cabin passage, \$15.
Freight 10 cents per foot, 50 cents per barrel.
Goods from Philadelphia and other points received by any transportation line, and promptly forwards free of commission.

LEWIS L. JONES je4-tjy1 5 Walnut street, Philadelp Agents in Savannah, Messrs. Hunter & Gamm PHILADELPHIA, RICHMOND NORFOLK STEAMSHIP COMPANY The fine steamships of this Line insure at the lorates and sail regularly from the First Wharf a Market street, every

At Noon. Connecting with Railroads from Richmond and City Point, forming the most direct ron South and Southwest. sage, with excellent score

WEDNESDAY and SATURDAY;

WM. P. OLYDE & CO. 9 14 North and South Where NEW EXPRESS LINE TO ALL ANDRIA, Georgeown and Washing via Chesapeake and Delaware Canal, with connect at Alexandria, Va., form the most direct rents Lynchburg, Bristol, Knoxville, Nashville, Daltor the Southwest. Steamers leave First Wharf above Market overy Wednesday and Saturday at 12 M.
For freight apply to the sgents.

W. P. CILYDE & O.

J. B. Davidson, Agent at Georgetown; M. Eldrico, Agents at Alexandria.

FOR NEW YORK.—Philadelphia 85 are Lines, via Delaware and Raritan Canal—Les daily at 12 M. and 5 P. M., connecting with air Northern and Eastern Lines.

For freight, which will be taken on accommoditerms, apply to WM. M. BAIRD & COn No. 132 South Delaware aver, mhl6tf

mhleti No. 122 South Delaware avery

MEW TOW-BOAT LINE.

JELLWARK and CHESAPE SO

ETAAD TOW-BOAT COMPANY.

RABESE towed to and from PHILADELF.
HAVER-DE-GRACE. RALTIMORE, WASH-IN

TON, and intermediate points.

WM. P. CLYDE & CO., Agentho

No. 14 South Wherves, Philadelph,
Captain JOHN LAUGHLIN, Superintendent. IS

FOR SAN FRANCISCO.

BOBINSON'S CALIFORNIA GUIPPER LINE,
SAILING REGULARLY AS ADVERTISP.
Freight for this Line sent to New York by SI,
Sure Line at reduced rates.

The splendid Al extreme clipper ship

KING FISHER.

Harding, Commander.

FI IS now taking in the balance of her captain shippers may rely on prompt design.

For freight, at reasonable rates, apply arge entry to the control of the captain of the ca

mysif

BISHOP, SON & CALL

105 Arch stro.

FOR FREIGHT OR CHARTER.—AIR?

KATHLEEN, Williams, master, 490 ton

gister and 6.500 bbls, four.

A1 Br. bark BALTHASARA, Wilson, mast;

ter and 3,000 bbls, flour.

A2 Br. brig IDA, Thesing, master, 230 tons re

and 2,500 bbls, capacity. Apply to

EDMUND A. SOUDER & CI

apzl

FOR PROVIDENCE, R. I.—Express I.

The fine regular packet schooner

EAGLE, Captain Kelly, will be despatch, the shove port in a few days. Freight receits second wharf above Market street. Apply to Day

FOR BOSTON, Mass.—Express Line I is now loading for the above port at we street wharf, and will have prempt despatch, apply to DAVID COOPER, 18 North Wharves.

WANTED—A Vessel of about 100 Id.

WANTED.—A Vessel of about 100 Id

Lumber, to carry timber from Denton, of
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