The Feast of Roses.

"Crop the gay rose's vermeil bloom,
And waft its spoils, a sweet perfume,
In incense to the skies." OGILVIE.

Of all the flowers that have ever adorned the face of the earth, none has furnished to the poet more delicate similes than the Rose. The poet in return has supplied the romance of its birth. Sir John Maundeville gives one legend of Christian origin; the Mahometans have another. Writing of Bethlehem, Sir John records that a fair maiden was blamed with wrong, and slandered, and was condemned to be burnt at that place, and as the fire began to burn about her, she made her prayers, that as truly as she was not guilty it might be made known to all men; and that thereafter she entered into the fire, and immediately the fire was extinguished, and the fagots that were burning became red rose-bushes, and those that were not kindled became white rose-bushes, full of roses. And these were the first rose-trees and roses, both white and red, that ever any man saw. On the other hand, it is reported that the Turks can by no means endure to see the leaves of roses fall to the ground, because that some of them have dreamed that the first or most ancient rose did spring of the blood of Venus; and others of the Mahometans say that it sprang of the sweat of Mahomet. If we are to believe the said poets, this flower is beloved of the gods as well as men, for Cupid was by them adorned with a wreath of roses.

"The rose is the honor and beautie of flowers,
The rose is the care and love of the spring,
The rose is the pleasure of the' 'cavenly powre,
The boy of faire Venus, Cythera's darling,
Doth wrap his head round with garlands of rose,
When to the daunces of the Graces he goes."
ANACREON.

Whether the roses of Abraham were believed by the Ghebers to be the first that had bloomed on earth, or not, the romance deserves remembrance in company with those we have already narrated. "The Ghebers believe," says Tavernier, "that when Abraham, their great prophet, was thrown into the fire, by order of Nimrod, the flame turned instantly into a bed of roses, where the child sweetly reposed." This legend is alluded to in Lalla Rookh by the lines:—

"When pitying heaven to roses turned
The death flames that beneath him burned."

Old Gerarde, in his Herbal, apologizes for the company in which he placed such an august flower as the Rose, in his own quaint style. "The plant of roses, though it be a shrub full of prickles, yet it had beene more fit and convenient to have placed it with the most glorious flowers of the worlde, than to insert the same among base and thorny shrubs; for the Rose doth deserve the chiefest and most principal place among all flowers whatsoever, being not only esteemed for its beautie, vertues, and its fragrant and odoriferous smell, but also because it is the honor and ornament of our English scepter, as by the conjunction appeareth in the uniting of those two most royal houses of Lancaster and York."

The Oriental poets especially gave the preference to the Rose above all other flowers. The two greatest of the Persian poets, Hafiz and Sadi, filled their writings with the odor of Roses,—

"Hafiz loves, like Philomel,
With the darling rose to dwell."

Sadi was the author of Gulistan, which means "garden of roses"; for "gul" is, in more than one of the Oriental languages, the name of the Rose. The following is the motive which he assigns for having written this poem:—"On the first day of the month of May I resolved with a friend to pass the night in my garden. The ground was enameled with flowers; the sky was lighted with brilliant stars; the nightingale sang its sweetest melodies, perched on the highest branches; the dew-drops hung on the rose, like tears on the cheek of an angry beauty; the parterre was covered with hyacinths of a thousand hues, among which meandered a limpid stream. When morning came my friend gathered roses, basilisks, and hyacinths, and placed them in the folds of his garments; but I said to him, 'Throw these away, for I am going to compose a Gulistan (Garden of Roses) which will last for eternity, whilst your flowers will live but a day.'"

Roses were known to the ancient Greeks and Romans. Herodotus writes of roses in the garden of Midas, the son of Gordius, in Phrygia, that had sixty leaves, which grew of themselves, and had a more agreeable fragrance than all the rest. The Romans employed them at their feasts. Lucullus expended fabulous sums in order to be able to have them at all seasons. In the time of the Republic people used not to be satisfied unless their cups of Falernian wine were swimming with roses.

"The Spartan soldiers, after the battle of Cirra, were so fastidious as to refuse to drink any wine that was not perfumed with roses. At the Regatta of Baiæ, the whole surface of the Lucrine Sea used to be strewn with this flower. In some of his banquetings, Nero caused showers of the rose to be rained down upon his guests from an aperture in the ceiling. Heliogabalus carried this to such an insane length as to cause the suffocation of several of his guests, who could not extricate themselves from the heaps of flowers. The Sybarites used to sleep upon beds that were stuffed with rose-leaves. The tyrant Dionysius had couches stuffed with roses, on which he lounged at his revels. Veres would travel in a litter, reclining on a matrass stuffed with roses. He wore, moreover, a garland of roses on his head, and another round his neck. Over the litter a thin net was drawn, with rose-leaves intertwined, whose fragrance he thus leisurely inhaled. It was a favorite luxury of Antiochus to sleep, even in winter, in a tent of gold and silk, and upon a bed of roses. Cleopatra, in the entertainment she gave in honor of Antony, spent an immense sum in roses," with which she covered the floor of her banqueting-room to the depth of an ell.

When Nero honored the house of a Roman noble with his presence at dinner, there was something more than flowers; the host was put to an enormous expense by having his fountains flinging up rose-water. While the jets were pouring out the fragrant liquid, while rose-leaves were on the ground, in the cushions on which the guests lay, hanging in garlands on their brows, and in wreaths around their necks, the *couleur de rose* pervaded the dinner itself, and a rose pudding challenged the appetites of the guests. To encourage digestion there was rose wine, which Heliogabalus was not only simple enough to drink, but extravagant enough to bathe in. He went even further, by having the public swimming-baths filled with wine of roses and absinthe. After breathing, wearing, eating, drinking, lying on, walking over, and sleeping upon roses, is it not wonderful that the unhappy ancient grew sick. His medical man gave him immediately a rose draught; whatever he ailed the rose was made in some fashion to enter into the remedy for his recovery. If the patient died, as he naturally would, then of him, more than of any other, it might be truly said, he

"Died of a rose, in aromatic pain."

In almost all Oriental poetry and romance the Bulbul, or nightingale, as it is erroneously called, is associated with the rose. "You may place a hundred handfuls of fragrant herbs and flowers before the nightingale, yet he wishes not in his constant heart for more than the sweet breath of his beloved rose"; or, as Moore has expressed the same sentiment,—

"Though rich the spot
With every flower this earth has got,
What is it to the nightingale
If there his darling rose is not?"

Advantage is taken of the same belief by Lord Byron in his Bride of Abydos, wherein Zuleika plucks a rose and offers it to Selim, seated at his feet, pleading through the simile of the nightingale's love on behalf of her own,—

"This rose to calm my brother's cares,
A message from the Bulbul bears;
It says to-night he will prolong
For Selim's ear his sweetest song:
And though his note is somewhat sad,
He'll try for once a strain more glad,
With some faint hope his altered lay
May sing these gloomy thoughts away."

And also in The Giaour, the opening description contains a no less happy allusion to the rose as the "sultana of the nightingale," and to the nightingale as "the Bulbul of a thousand tales,"

"For there — the Rose o'er crag or vale,
Sultana of the nightingale,
The maid for whom his melody,
His thousand songs are heard on high,
Blooms blushing to her lover's tale;
His queen, the garden queen, his Rose,
Unbent by winds, unchilled by snows,
By every breeze and season blest,
Far from the winters of the west,
Returns the sweets by nature given
In softer incense back to heaven,
And grateful yields that smiling sky
Her fairest hue and fragrant sigh."

So intimate are the bonds of attachment between the rose and the bulbul, and so sensitive is the former to the song of the latter, that it is said to burst from the bud and open at the sound.

"O, sooner shall the Rose of May
Mistake her own sweet nightingale,
And to some meaner minstrels lay
Open her bosom's glowing veil,"

than that we should longer continue to chant the praises of both, or lull our readers to sleep over the song of the one or the sweet odor of the other.

The very common expression, "under the rose," has been referred to two or three sources. Haydn, in his Dictionary of Dates, says: "The rose, a symbol of silence, gave rise to the phrase 'under the rose,' from the circumstance of the Pope's presenting consecrated roses, which were placed over confessionals to denote secrecy." Whilst others contend that the old Greek custom of suspending a rose over the guest-table was employed as an emblem that the conversation should not be repeated elsewhere. Whichever was the true origin, whether Christian or Pagan, it is evident that both regarded the rose as an emblem of secrecy; and in the same sense, but less studiously followed, we are supposed to regard the same flower, whenever we pick up a stray scrap of scandal "under the rose."

This reminds us of the association of this flower with the names of persons, places and things. It has been said that Syria derived its name from *Suri*, a beautiful and delicate species of rose, whence came "Suristan," the land of roses.

"Now upon Syria's land of roses
Softly the light of eve reposes."

Besides a goodly number of such more evident compounds as Rosenthal, Rosenberg, Rosenau, &c., to say nothing of the beautiful visions of feminine humanity which have blessed the day-dreams of prosaic man, bearing for themselves the fragrant appellations, not merely of the Rose of Aragon or the Rose of Castile, but the less assuming Rose, Rosa, Rosina or Rosalind, ill-natured old bachelors and gouty sexagenarians may mutter incoherently about "thorns" and "briers," but we will not listen to them, we will not believe them—

"We have a vision of our own,
And why should we undo it?"

Cultivated Roses are supposed to have been first planted in this country in A. D. 1522. The damask rose (*Rosa damascena*) being introduced from the south of France some time prior to A. D. 1573. The Province rose (*Rosa provincialis*) from Italy, before A. D. 1596. The moss rose not much earlier than A. D. 1724, the China rose perhaps about A. D. 1787. Besides these we *have*, and *had* long before these dates, wild roses, less beautiful and fragrant, but equally deserving of a remembrance at a "Feast of Roses."

How are we to enumerate the species of Rosa which are indigenous to Great Britain, since so much depends on the limitation of the word "species," upon which point botanists are not agreed. If we take the last edition of Sowerby's "Botany," we find that the first place is given to sixteen, which are by many authorities accepted as good species. These are again subdivided by others, for, under the name of the Dog-rose, twenty-one forms are named and characterized as species, so that there are to be found men of strong faith who can believe that in the British Islands we possess forty distinct species of native roses. On the other hand, Mr. Bentham limits the number to *five*. It matters but little to us for our present purpose whether there are forty species or only five. We believe in the Dog-rose, the Burnet-rose, and the sweetbrier; and if there were no others, we should still delight in the fragrance of the Eglantine, and have faith in the roses of England as long as a rose could be found to entwine with the thistle and shamrock, and never quarrel, whether it be known to science as *Rosa canina*, or *Rosa verticillacantha*, or *Rosa platyphylla*.

A wild rose-tree (*Rosa canina*) grows in the crypt of the cathedral of Hildesheim, which has the reputation of being one thousand years old. Baron Humboldt states that, from accurate information, which he obtained, the age of the main stem did not exceed eight hundred years. This is, however, a respectable antiquity, and he adds that a legend connects this rose with a vow of the first founder of the cathedral, Louis the Pious, and a document of the eleventh century says, that when Bishop Hezilo rebuilt the cathedral, which had been burnt down, he enclosed the roots of the rose-tree in a vault still remaining, raised on the latter the walls of the crypt, which was re-consecrated in 1061, and spread the branches of the rose-tree over its sides. The stem, still living, is nearly twenty-seven feet in height, and only two inches thick, and spreads across a width of thirty-two feet over the outer wall of the eastern crypt. It is undoubtedly of very considerable antiquity, and well worthy of the renown it has so long enjoyed throughout Germany.

The Abbe Berleze gives an account of a rose-tree which he saw flourishing at Caserta, near Naples, in 1819, and which had been planted near a poplar sixty feet high, and had clambered up to the topmost branches of its companion tree.

The giant of all the roses is said to have flourished some few years since at Toulon, with a stem two feet eight inches in circumference at the surface of the soil, and

"The last rose of summer left blooming alone"

does not fall to the ground till chilled by the cold of November.

And who has not heard of the Otto or Uttur of Roses? This valuable and delicious perfume is admired both in the East and in the West. The "Utturs" of India and Persia are highly esteemed both in the broker's saleroom and the lady's boudoir. And *not* to possess a soul for Otto of Rose is equivalent to vulgarity, or worse. Let any rash mortal confess that he doesn't care for "strawberries and cream" or "otto of roses," the *summum bonum* of two of the senses, and he will at once be regarded as "out of his senses" altogether. And there is also that delicate luxury of the East called "Rose-water," so refreshing in sultry weather, that one cannot wonder that it is almost one of the necessaries of life with the Hindoo. Avicenna, an Arabian physician of the tenth century, is said to have invented the method of extracting and preserving the odor of flowers, and to him the merit of distilling the first rose-water is attributed by those matter-of-fact men who seek for causes in the realms of mystery and romance.

Around one station in India, that of Ghazeepore, in Bengal, there are about one hundred and fifty acres of ground laid out in small detached fields as rose-gardens. These gardens are let out for about three pounds sterling per thousand rose-trees for the season, and the cost of cultivation is about another sovereign. The value of the roses yielded should be nearly double this sum, or from six to eight pounds. The cultivators seldom distil their own flowers, but dispose of them to contractors. From the beginning of March to the end of April is the great rose harvest. Early in the morning men, women and children swarm about the rose-trees like a colony of bees, plucking the flowers, and carrying them in bags to the contractors. The "still" is of the simplest and rudest construction; its boiler will hold from eight to twelve gallons; into this are cast from 12,000 to 16,000 roses, about fifteen to twenty quarts of water are added, and the result will be about one quart of rose-water from each thousand of roses. After distillation the rose-water is placed in a glass carboy and exposed to the sun for several days to ripen, or mix well the floating attar with the water. The value of one still of rose-water is about 24s. to 30s. on the spot. This is for the pure unadulterated rose-water. Adulteration is duly appreciated and resorted to in the East, and neither rose-water nor attar of roses are exceptions. It is difficult to obtain either of them pure. The great medium of adulteration is oil of sandal-wood, and the native does not appear to trouble much whether he gets the odor of the rose or the sandal. At the commencement of the rose season, people arrive from all parts at Ghazeepore to purchase their rose-water, and large quantities are prepared and sold. The value of the roses sold in this district for the manufacture of rose-water has been estimated at from 15,000 to 20,000 rupees a year, or 1,500*l.* to 2,000*l.*, and the value of the rose-water made therefrom is about double this sum.

We had almost forgotten the most valuable product, but the "attar" must share a little of our attention; and at the risk of being regarded as tedious, a brief notice of how it is obtained.

The origin of this delicious perfume is thus chronicled in the romantic stories of the East: Noorjehan Begum, the favorite wife of Jehan-Geer, was once walking in her garden, through which ran a canal of rose-water, when she remarked some oily particles floating on the surface. These were collected, and their aroma found to be so delicious, that means were devised to produce the precious essence in a regular way.

The roses are distilled just in the same manner as for rose-water, and the product, which is indeed "rose-water," is transferred to a large metal basin, and tied over with wet muslin to keep out the insects. This vessel is let down into a hole in the ground about two feet deep, and allowed to stand quiet all night. The attar is always made early in the season when the nights are cool. In the morning a little film of attar has risen to the surface of the rose-water. This is skimmed off with a feather, and placed in a bottle. When obtained only three or four days it is of a pale greenish hue, but in a few weeks' time it subsides into a pale yellow color. It requires the produce of 1,000 rose-trees to obtain a tolah, or 180 grains of attar. The attar obtained in the Indian bazaars is always adulterated, as not even the richest native will give the price for pure attar, which is only sold to Europeans. The price ranges between £5 and £10 per tolah, or, according to our English weights and measures, from £13 to £25 per ounce. So that a vial of the best Indian attar of roses, the size of that which contains a "black draught," would be worth nearly £50.

Attar of roses made in Cashmere is considered superior to any other, a circumstance not surprising, as according to Hugel, the flower is here produced of surpassing fragrance as well as beauty:

"Who has not heard of the vale of Cashmere,
With its roses, the brightest that earth ever gave?"

A large quantity of rose-water, twice distilled, is placed over night in a running stream, and in the morning the oil is found floating on the surface, and is carefully skimmed off with a leaf of the sword-lily. When cool it is greenish, and nearly solid. Between 500 and 600 pounds of roses only produce one ounce of attar.

Extensive rose-farms exist also in Turkey, at Adrianople, Broussa and Ushak. The cultivators are chiefly the Christian inhabitants of the low countries of the Balkan. In good seasons 75,000 ounces are said to be produced in this district, and it is estimated that 2,000 flowers are required to produce one drachm of attar.

In the Orient the "Attar-gul," or essential oil of roses is used as a perfume, and rose-water is sprinkled about from vessels constructed for the purpose over the guests and apartments, often to the astonishment of Europeans, when their first greeting chances to be, as it often is, a shower of rose-water "squirted" in their faces.

"She snatched the urn wherein was mixed
The Persian Aturgul's perfume,
And sprinkled all its odors o'er
The pictured roof and marble floor;
The drops that through his glittering vest
The playful girl's appeal addressed
Unheeded o'er his bosom flew,
As if that breast were marble too."

We are told that after the taking of Constantinople the church of St. Sophia (or Constantine) prior to its conversion into a mosque was washed throughout with rose-water; that Saladin would not enter the walls of Jerusalem in 1188 until it had been purified by similar ablutions of the same odoriferous fluid; that the Moslems employ it universally in the dedication of their temples, and that even young French nobles were formerly baptized in "Eau de Rose," or,—

"Their earliest sniff
Of this world was a whiff
Of the genuine Otto of Roses!"

During the whole season in which the roses are in bloom, the inhabitants of Cashmere are said to hold the "Feast of Roses." Why should we attempt to draw the veil which conceals the mysteries of this long festival, of the sad or happy hearts upon which the sun rises and sets in the vale of Cashmere; of the moonlight meetings in the alcoves of roses; and of the consummation attained by the "maid of Cashmere," when at the close of this glad season all doubts and fears have vanished like the morning dew from the petals of the rose.

"And happier now for all her sighs,
As on his arm her head reposes,
And whispers him, with laughing eyes,
'Remember, love, the Feast of Roses!'"

TELEGRAPHIC SUMMARY.

THE crop prospects of South Carolina are good.

GENERAL SICKLES has appointed F. W. Green Sheriff of Columbia, S. C.

THE latest graduates of West Point have been assigned to duty in the regular army.

THE shipments of specie to Europe on Saturday amounted to $1,406,100.

EX-KING OTHO, of Greece, has died from measles in Munich.

THE Sultan of Turkey has arrived in Vienna, and is the guest of the Emperor Francis Joseph.

THE total amount of national bank currency issued to date is $303,328,876.

THE internal revenue receipts last week amounted to $4,678,568 40.

THE territory lately conquered by Russia in Central Asia, has been organized into one government.

THE Paris *Moniteur* positively denies that Napoleon III. sent a note to William of Prussia urging him to surrender North Schleswig.

THE Berlin *Journal* urges the King of Prussia to repel the intrusion of the French Emperor into the political affairs of Germany.

DESPATCHES from London to the Department of State say that not the least progress has been made in the adjudication of the Alabama claims.

ATTORNEY-GENERAL STANBERY is said to be advising the President to remove General Sheridan.

THE Legislature of Connecticut adjourned on Saturday. The Female Suffrage bill was defeated by 111 nays to 93 yeas.

GENERAL SCHOFIELD has ordered the reassembling of the Board of Registration in Virginia.

IT is reported that the Czar of Russia has sent a note to Napoleon saying that it is his right or interest to enforce the treaty of Prague.

A COMMITTEE of the Boston City Councils has reported against opening the City Library on Sundays.

THE entire crew of the ram Japan (late Stonewall) have been shipped and are on board. The vessel will sail about Thursday or Friday next.

SENOR ROMERO, the Mexican Minister at Washington, expects to leave for his home during the coming month.

IDAHO advices state that General Crook started on an Indian scouting expedition to Stein Mountain on the 5th inst. Considerable fighting was anticipated.

THE time for registration will not be extended in Louisiana. It will terminate on the 31st inst., and the lists be kept open two weeks from that date for revision.

R. H. FARQUHAR, Clerk of Nevada county, California, and Union candidate for Clerk of the Supreme Court of the State, was killed by a gas explosion on Saturday.

IN the case of Sanford Conover, the Court has overruled the motion for a stay of execution of the sentence, and he is to be taken immediately to the Albany Penitentiary.

SERGEANT JOHN LYNCH, of Cincinnati, a member of the Fenian army which invaded Canada in June, 1866, died in Buffalo on Saturday, of a wound received in the fight at Ridgway.

GENERAL SHERIDAN has issued an order restoring the functions of the Levee Commissioners, directing them to commence operations immediately.

THE San Francisco Water Company has filed articles of incorporation, with a capital of $6,000,000, and propose to supply the city with water from the Santa Cruz mountains. They will commence operations immediately.

THE $560,000 suit of Mortimer Phillips, of San Francisco, against the Union Copper Mining Company has been decided in favor of the plaintiff, the jury awarding one-thirteenth of the mine and $370,000, the value of the ore heretofore extracted.

FROM the records of the Elmira prison, which were taken to Washington for use in the Surratt trial, it is found that during the spring of 1865, five thousand and twenty-five rebel prisoners were confined there during that time, and that only six deaths occurred in three months.

CHARLES W. ANDREWS, of Boston, while retiring to his lodging room, over his store on Friday night, was attacked with a "billy." He turned on his assailant and had him arrested. Mr. Adams had $14,000 in greenbacks in his pocket when he was assaulted.

THE American ship Anna Kimball has been seized at Nagasaki, Japan, by order of the commander of the U. S. squadron, for infraction of the treaty between China and the United States, in having taken a cargo of rice from a China port which had not been opened to foreign trade by any treaty stipulations.

THE contract for constructing the first two sections of the sea wall at San Francisco has been awarded to A. W. Houston for $280,000, and at the end of four months $70,000 will be added. The work is to be commenced in two weeks, at the foot of Vallejo street. Houston has given bonds in $180,000 for the proper completion of the work.

ADMIRAL FARRAGUT was received at a state dinner by the Emperor Napoleon on Saturday evening. The dinner was especially given by the Emperor in honor of the American Admiral. The French Minister of Marine and other members of the Imperial cabinet, and the Ambassador of the United States, General Dix, were among the invited guests.

THE Secretary of the Treasury and Commissioner Rollins have appointed a Philadelphia Board of Internal Revenue Commissioners, like the Metropolitan Board of New York city. The Philadelphia Board is composed of the following gentlemen, holding offices under the United States at Philadelphia, viz.: Chas. Gilpin, U. S. District Attorney; Chambers McKibben, Assistant Treasurer; Henry R. Linderman, Director of the Mint, and Henry H. Bingham, Postmaster. The Board are instructed to organize and proceed to business at once. Similar boards are to be organized in Cincinnati and New Orleans.

THE San Francisco *Bulletin's* Colima letter of July 12, states that General Jomenes had defeated the troops of General Alvarez and driven them fairly out of the State. Colima fared better than any other part of the country. Communication had been opened with the interior, and specie remittances, formerly made via Tampico and Vera Cruz, are now made by Colima. The last steamer took $2,000,000 from Mazatlan to Panama, and the steamer takes $350,000 to San Francisco. The largest portion of these remittances belongs to residents of Mexico. General Corona, with 8,000 troops, is in Guadalajara, whence the men will march in a few days to attack Tepec, which Losada keeps with 8,000 to 10,000 men.

THE EMPRESS EUGENIE on Sunday visited the United States steamer Colorado, now lying at Cherbourg, and was received with all the honors befitting her exalted rank. At her approach salutes were fired and the yards were manned. The vessel was gaily decked from stem to stern. The other vessels of the American squadron, and all the French men-of-war and shipping in the harbor, were also properly decorated with bunting. The Empress was received by the Captain of the Colorado and his officers, and was conducted through the various parts of the ship. At the conclusion of the inspection, her Imperial Majesty graciously expressed herself highly pleased with the appearance of the ship, and gratified with the warmth of her reception, and left for the shore amid the enthusiastic cheers of the sailors who manned the yards, and with a parting salute from the great guns of the Colorado.

CUT WITH A RAZOR.—Yesterday afternoon Henry Robinson, aged forty-five years, residing in Nugent's court, Bedford street, near Sixth, was badly injured by his step-son, who inflicted a serious wound on him with a razor. It appears that Robinson's step-son was trying to rob him, and while in the act of defending himself, the wound was inflicted across his back. The injured man was taken to the Pennsylvania Hospital.

DROWNING CASE.—About 2 o'clock yesterday afternoon a lad named Charles Friend, aged fifteen years, was drowned in the Delaware at Green street, while bathing. His body was recovered and taken to the residence of his parents, No. 942 North Sixth street.

FALL FROM A SCAFFOLD.—John Hunterson, thirty-three years old, fell from a scaffold at Sepviva and Huntingdon streets, on Saturday, and was seriously injured. He was taken to his home n Huntingdon street.

THE Pequonneck National Bank of Bridgeport, Conn., has lost by Barnum, its defaulting teller, about $50,000, as far as ascertained. The Comptroller of the Currency has two examiners investigating the books.

GENERAL GRANT has ordered the United States troops stationed in Kentucky into Tennessee, to preserve order at the coming election in that State.

PASSENGERS ARRIVED.

In steamer Star of the Union, from New Orleans—Mrs Decan and family; Mr Craig and family, Edw Prophert, George Stingardt, Mr E S Leeds, Mr McDowell, Geo Warren, Mrs Lambard and child, Mrs J Mellon and children, Messrs F Bower, E D Benedict, C D Bankat, E Franks and wife, and nine on deck.

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

NEW ORLEANS—Steamer Star of the Union, Cooksey—82 bales cotton Claghorn, Herring & Co; 4 rolls packing Lubricating Packing Co; 1 case books T B Peterson & Bro; 2 casks Birch & Son; 2 bags wool Baeder & Adamson; 6 bales moss Peterson, Hortor & Fenner; 25 bags wool Smith & Penrose; 453 bales cotton H Sloan & Son; 93 bbls clay Whitall, Tatum & Co; 29 do cotton Prentice & Fitler; 15 do R Patterson & Co; 200 bales cotton 70 pkgs sundries order.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

NAME.	FROM	FOR	DATE.
Borussia	Hamburg	New York	July 13
City of Cork	Liverpool	New York	July 13
Bremen	Southampton	New York	July 16
City of Boston	Liverpool	New York	July 17
Propontis	Liverpool	Boston & Phila	July 17
England	Liverp'l	New York	July 17
Austrian	Liverpool	Quebec	July 18
St. Laurent	Havre	New York	July 18
Cella	London	New York	July 20
China	Liverpool	Boston	July 20
City of N York	Liverpool	New York	June 20
Chicago	Liverpool	New York	July 23
America	Southampton	New York	July 23
Cimbria	Southampton	New York	July 24
C. of Baltimore	Liverpool	New York	July 24
Morning Star	Havre	New York	July 24
The Queen	Liverpool	New York	July 24

TO DEPART.

NAME.	FROM	FOR	DATE.
H Hudson	Philadelphia	Havana	July 30
Fah Kee	New York	St. Jago	July 30
C. of Washington	N York	Liverpool	July 31
Cuba	Boston	Liverpool	July 31
Minnesota	New York	Liverpool	July 31
Deutschland	New York	Bremen	Aug. 1
Columbia	New York	Havana	Aug. 1
Arizona	New York	Aspinwall	Aug. 1
Bellona	New York	London	Aug. 3
Arago	New York	Havre	Aug. 3
Tioga	Philadelphia	New Orleans	Aug. 3
City of Boston	New York	Liverpool	Aug. 3
Circassian	New York	Bremen	Aug. 3
Helvetia	New York	Liverpool	Aug. 3
Columbia	New York	Glasgow	Aug. 3
Borussia	New York	Hamburg	Aug. 3
Monterey	New York	New Orleans	Aug. 3
Persia	New York	Liverpool	Aug. 7

BOARD OF TRADE.

WM. C. KENT, THOS E. ASHMEAD, CHARLES SPENCER. } MONTHLY COMMITTEE.

MARINE BULLETIN.

PORT OF PHILADELPHIA—JULY 27.

SUN RISES, 4 52 | SUN SETS, 7 08 | HIGH WATER, 12 22

ARRIVED YESTERDAY.

Bark Beethoven (Brem), Farstedt, 40 days from Rio Janeiro, with coffee to S & W Welsh.

ARRIVED ON SATURDAY.

Steamer Star of the Union, Cooksey, 6½ days from New Orleans with cotton, &c. to Philadelphia and Southern Mail SS Co.

Steamer G H Stout, Ford, from Richmond and Norfolk, with mdse to W P Clyde & Co.

Steamer New York, Marshall, from Washington, with mdse to W P Clyde & Co.

Steamer Beverly, Pierce, 24 hours from New York, with mdse to W P Clyde & Co.

Schr Martha M Davis (new), Laws, 1 day from Milton, Del. with grain to Jas Barratt.

Schr Valiant, Wright, 1 day from Bohemia River, with grain to Christian & Co.

Schr Sarah & Mary, Truax, 1 day from Dover, Del. with grain to Jas L Bewley & Co.

Schr A Bunting, Bacon, 1 day from Odessa, Del. with grain to Jas L Bewley & Co.

Schr Lady Emma, Snedicor, Washington.

Schr A Haley, Haley, Boston.

Schr E D Endicott, Endicott, Salem.

Schr Alexander, Ireland, Mystic.

BELOW.

Bark Sam Shepherd, from Cienfuegos; brigs Rebecca Shepherd, Benj Carver, Cuban and J D Lincoln, from West Indies, were seen on the 27th inst. in the Bay, by Mr James Rutherford, pilot.

PUT BACK.

Bark Halfdan, Sorby, hence 20th inst. for Rotterdam, sprung aleak on the 25d, and at 7 PM had 6 feet of water in the hold, and is now (Sunday, 28th, noon,) off the Navy-yard, with both pumps going, making 30 inches per hour.

CLEARED ON SATURDAY.

Steamer Chase, Harding, Providence, D S Stetson & Co.

Steamer Philadelphia, Fultz, Washington, W P Clyde & Co.

Steamer Norfolk, Vance, Richmond, W P Clyde & Co.

Steamer Mayflower, Robinson, N York, W P Clyde & Co

Steamer Chester, Jones, New York, W P Clyde & Co.

Steamer H L Gaw, Her, Baltimore, A Groves, Jr.

Bark G Palmer, Yeaman, Cork for orders, L Westergaard & Co.

Brig Thos Walter, Merriman, Barbados, Henry L Gill.

Brig Herald, Wood, Matanzas, G W Bernadou & Bro.

Schr C S Grove, Weaver, Richmond, D S Stetson & Co.

Schr William & James, Outten, Norfolk, Audenried, Norton & Co.

Schr J B Henry, Weaver, Boston, do

Schr Alexandria, Ireland, Norwich, do

Schr E D Endicott, Endicott, Boston, Rathbun, Stearns & Co.

Schr Sophia Wilson, Nowell, Boston, Hammett & Neill.

Schr J Tyler, Chapman, Boston, E R Sawyer & Co.

Schr Flight, Crowell, Gloucester, Rommel & Hunter.

Schr Eva Belle, Barrett, Boston, W H Johns & Bro.

Schr M Kenny, Ogler, Boston, Knight & Son.

MEMORANDA.

Steamer Augusta (U S), Murray, hence at New York 27th inst.

Steamer Norman, Crowell, hence at Boston 27th instant.

Steamer Tartar, from Wilmington, Del. at New Orleans 26th inst.

Steamer Worcester, Graham, at Norfolk 25th inst. from Baltimore, and sailed for Liverpool.

Steamer Rapidan, Eaton, at New Orleans 22d inst. from New York.

Steamer Geo Washington, Gager, at New Orleans 21st inst. from New York.

Steamers Gen Grant, Holmes, and Raleigh, Marshman, cleared at New York 27th inst. for New Orleans.

Steamers City of Antwerp, Mirehouse, and Virginia, Prowse, cleared at New York 27th inst. for Liverpool.

Ship Sunrise, Duce, sailed from San Francisco 24th inst. for Liverpool.

Brig Fyustina, Griffin, hence at Boston 25th inst.

Brig Emma, Foulke, was loading at Swan Island 1st instant.

Brig Fannie Butler, Bartlett, hence at Holmes' Hole 25th inst. for Bangor.

Schr Freddie L Porter, Small, at Boston 27th inst. from Cape de Verds.

Schr Mary E Smith, Smith, hence, was at Cienfuegos 6th inst. loading, to sail in 6 days on her return.

Schr J D Ingraham, Dickinson, from Hartford for this port, at New York 27th inst.

Schr Chas McCarthy, Godfrey, was loading at Swan Island 1st inst.

Schr Mary A Rich, Ross, from Pensacola for Rio Janeiro, was spoken 13th inst. lat 30, lon 89½.

Schrs Ann S Brown, Fisk; Henrietta Simmons, Godfrey, and W F Garrison, Lloyd, hence at Salem 27th instant.

Schr Active, Matthews, sailed from Portsmouth 23d inst. for this port.

Schr Hazelton, Gardner, hence at Pawtucket 26th instant.

Schrs E M Duffield, Rayner, and Maggie Jefferson, hence at Providence 26th inst.

Schrs Breeze, Bartlett, and Surf, Abbott, at Providence 26th inst. from Trenton, NJ.

Schrs Wm F Burden, Adams; Jesse Williamson, Jr, Corson, and M M Weaver, Weaver, sailed from Providence 26th inst. for this port.

MARINE MISCELLANY.

Ships Philadelphia, 1259 tons, built at New York; Nonpareil, 1091 tons, built at Frankfort, Me. in 1854, and Dharwar, 1170 tons, built at Waldoboro, Me. in 1861, were up at Liverpool 13th inst. for sale.

PROPOSALS.

TO PAPER MANUFACTURERS.

SEALED Proposals will be received at the office of the Superintendent of Public Printing for supplying the State with Printing Paper. Said Paper to be Book paper, measuring 25 by 40 inches, and to weigh respectively 40 and 50 pounds to the ream. Also, Double Flat Cap, measuring 17 by 26 inches, weighing 28 pounds to the ream. Bids will be received for each size separately. Said Proposals to be received until August 1, 1867, at the office of the Superintendent. Contract to run from December to August 1868.

The successful bidders will be required rigidly to conform to sample, which will be furnished upon application at the office of the Superintendent; no proposal will be considered unless accompanied by a guarantee that the bidder or bidders, provided his or their proposal shall be accepted, will enter into an obligation with good and sufficient securities to furnish the articles proposed for; and each proposal must be accompanied by satisfactory evidence that the persons making said proposals are manufacturers of, or dealers in the description of paper which he or they propose to furnish.

L. H. FUNK,
Superintendent Public Printing,
July 18, 1867. 75 Market street Harrisburg. jy19 24 29-3t

ROOFING, &c.

ROOFING.

PATENT METAL ROOFING.

This Metal, as a Roofing, is NON-CORROSIVE, not requiring paint. It is self-soldering, and in large sheets, requiring less than half the time of tin in roofing buildings or railroad cars, in lining tanks, bath-tubs, cisterns, &c., &c., or any article requiring to be air or water-tight. 100 square feet of roof takes about 122 feet of sheet tin to cover it, and only 108 feet of patent metal.

OFFICE,
108 South Fourth Street, Philadelphia.
my27-m w f t

CANTON PRESERVED GINGER.—PRESERVED Ginger, in syrup, of the celebrated Chyloong brand; also, Dry Preserved Ginger, in boxes, imported and for sale by JOSEPH B. BUSSIER & CO., 108 South Delaware avenue.

FINANCIAL.

7-30'S CONVERTED INTO 5-20'S, ON MOST FAVORABLE TERMS. DE HAVEN & BRO. 40 SOUTH THIRD STREET.

U. S. SECURITIES A SPECIALTY. SMITH, RANDOLPH & CO. BANKERS AND BROKERS 16 South Third St., Philadelphia. 3 Nassau Street, New York. STOCKS AND GOLD BOUGHT AND SOLD ON COMMISSION. INTEREST ALLOWED ON DEPOSITS.

WAINWRIGHT & SHAW, BANKERS & BROKERS, No. 17 NEW STREET, NEW YORK. Particular attention given to the purchase and sale of all GOVERNMENT SECURITIES, RAILROAD STOCKS, BONDS AND GOLD. Business exclusively on Commission. All orders will receive our personal attention at the Stock Exchange and Gold Board. del1-1y

$13.750.—A WELL SECURED GROUND RENT of $825 per annum, for sale by L. C. PRICE, No. 54 North Seventh street. jy9-1m*

$2.000.—$2,500.—SEVERAL WELL SECURED Mortgages of these amounts for sale by L. C. PRICE, 54 North Seventh street. jy9-1m*

STATIONERY.

To Persons Going Out of Town: CALL AT SMITH'S, 328 Chestnut street, And supply [illegible] STATIONERY, PORTFOLIOS, TOURISTS' WRITING DESKS, DRESSING CASES, CHESSMEN, CHECKER BOARDS, ETC., ETC., ETC. All kinds of Blank Books, Printing, Stationery, Pocket Books, Pocket Cutlery, &c., &c., at very greatly reduced prices. jy6-1m

GENTS' FURNISHING GOODS.

J. W. SCOTT & CO., SHIRT MANUFACTURERS, AND DEALERS IN Men's Furnishing Goods, 814 Chestnut Street, Four doors below the "Continental," PHILADELPHIA. mh1-f,m,w,tf

PATENT SHOULDER SEAM SHIRT MANUFACTORY. Orders for these celebrated Shirts supplied promptly brief notice. Gentlemen's Furnishing Goods, Of late styles in full variety. WINCHESTER & CO., 706 CHESTNUT. je8-m,w,f,tf

GENTS' PATENT-SPRING AND BUTTONED over Gaiters, Cloth, Leather, white and brown Linen, Duck; also made to order. GENTS' FURNISHING GOODS, of every description, very low, 903 Chestnut street, corner of Ninth. The best Kid Gloves for ladies and gents, at RICHELDERFER'S BAZAAR. OPEN IN THE EVENING. my8-6mo

DRUGS.

BERMUDA AND GEORGIA ARROW ROOT.—THE New Crop—sweet, pure, and of dazzling whiteness; directly from the growers. Sold at standard weight, and guaranteed in freshness and purity. HUBBELL, Apothecary, my10-tf 1410 Chestnut street.

JOHN C. BAKER & CO.'S CELEBRATED C. L. OIL in boxes, of 1, 2 and 3 doz. each. Ipecac root and powder in bulk and bottles. Agents for Hoff's Malt Extract Beverage of Health. JOHN C. BAKER & CO., je5 718 Market street, Philadelphia.

ROBINSON'S PATENT BARLEY AND GROATS, Bethlehem Oat Meal, Bermuda Arrow Root, Cox's Sparkling Gelatin, Taylor's Homœopathic Cocoa, Cooper's Gelatine, &c., supplied to Retail Druggists at lowest prices. ROBERT SHOEMAKER & CO., Wholesale Druggists, northeast cor. Fourth and Race streets.

FRENCH ROSE WATER.—JUST RECEIVED, AN invoice of the Celebrated "Chiris triple distilled Rose, Orange, Flower and Cherry Laurel Water. For sale to Druggists in cans and bottles. ROBERT SHOEMAKER & CO., Wholesale Druggists, northeast cor. Fourth and Race streets.

DRUGGISTS, CONFECTIONERS AND PERFUMERS are solicited to examine our stock of superior Essential Oils, as Sanderson's Oil, Lemon and Bergamot, Allen's Oil Almonds, Winter's Oil of Citronella, Hotchkiss' Oil of Peppermint, Chiris' Oil of Lavender, Origanum, Orange, etc., etc. ROBERT SHOEMAKER & CO., de28-tf N. E. cor. Fourth and Race sts., Philada.

COAL AND WOOD.

J. M. ROMMEL, COAL DEALER, HAS REMOVED from 967 Delaware avenue, and succeeds Messrs. J. Walton & Co., at N. W. corner Eighth and Willow streets. Office 112 S. Second street. The best qualities of Lehigh and Schuylkill coal delivered in the best order and at the shortest notice. mh5-6m

H. R. HUTCHINS, S. E. CORNER GIRARD AVENUE AND NINTH STREET, Keeps constantly on hand, at the lowest market rates, all the best qualities of LEHIGH, EAGLE VEIN, GREENWOOD, &c., COAL. Orders by mail promptly attended to. jel-1y

S. MASON BINES. JOHN F. SHEAFF. THE UNDERSIGNED INVITE ATTENTION TO their stock of Spring Mountain, Lehigh and Locust Mountain Coal, which, with the preparation given by us, we think cannot be excelled by any other Coal. Office, Franklin Institute Building, No. 15 South Seventh street. BINES & SHEAFF, ja10-tf Arch street wharf, Schuylkill.

OLIVES FARCIES, CAPERS, &c.—OLIVES FARCIES (Stuffed Olives), Nonpareil and Superfine Capers and French Olives; fresh goods, landing ex-Napoleon III., from Havre, and for sale by JOS. B. BUSSIER & CO., 108 South Delaware Avenue.

COD OIL.—42 BARRELS COD LIVER OIL, LANDING from schooner Comet, from Halifax, and for sale by E. H. WINSOR & CO., mh14-t 20 South Wharves.

ITALIAN VERMICELLI.—100 BOXES FINE QUALITY, white imported and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

TRAVELERS' GUIDE.

FOR CAPE MAY BY RAILROAD.

From Foot of Market Street (Upper Ferry),

COMMENCING SATURDAY, JULY 13, 1867.

8.00 A. M. Morning Mail. Due 12.25 M.
3.00 P. M. Cape May Passenger. Due 7.18 P. M.
4.00 P. M. Fast Express. Due 7.05 P. M.

RETURNING, LEAVE CAPE ISLAND.

6.30 A. M. Morning Mail. Due 10.07 A. M.
9.00 A. M. Fast Express. Due 12.07 M.
5.00 P. M. Cape May Passenger. Due 8.25 P. M.

The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7.00 A. M.; returning, leave Cape Island at 5.00 P. M.

Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company in Camden, N. J.

Through tickets can be procured at No. 828 Chestnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.

WEST JERSEY RAILROAD LINES FROM FOOT of Market street (Upper Ferry). Commencing SATURDAY, July 13, 1867.

8 A. M. Morning Mail, for Bridgeton, Salem, Millville, Vineland and intermediate points.
9.00 A. M. Cape May, Morning Mail.
3.00 P. M. Cape May Accommodation.
3.30 P. M. Bridgeton and Salem Passenger.
4.00 P. M. Cape May Express.
6.00 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 9.20 A. M.
West Jersey Freight Train leaves Camden at 12 M. (Noon).

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 the same day.

Freight Delivery, No. 228 South Delaware avenue.

WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing Monday, July 8th, 1867. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:

Way-mail Train, at 8.30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express train at 11.50 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 3.30 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware R. R. line, stopping at New Castle, Middleton, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne and connecting at Crisfield with boat for Fortress Monroe, Norfolk, Portsmouth and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 11.50 A. M. Train. Via Crisfield will take the 11.00 P. M. train.

Wilmington Trains stopping at all stations between Philadelphia and Wilmington:

Leave Philadelphia at 12.30, 2.00, 4.30, 6.00 and 11.30 (daily) P. M. The 4.30 P. M. train connects with the Delaware Railroad for Milford and intermediate stations. The 6.00 P. M. train runs to New Castle.

Leave Wilmington 6.30, 7.15 and 8.00 A. M., 4.00 and 6.30 P. M., daily.

The 7.15 A. M. will not stop at stations between Chester and Philadelphia.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.15 P. M., Express. 6.25 P. M., Express. 8.55 P. M., Express.

SUNDAY TRAINS FROM BALTIMORE, leave Baltimore at 8.55 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at North-East, Elkton and Newark to take passengers for Philadelphia, and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through tickets to all points West, South and Southwest may be procured at Ticket-office, 828 Chestnut street, under Continental Hotel. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Wednesday, May 1, 1867.

FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9.05, 10, 11, 12 A. M.; 1, 2, 3.15, 3½, 4, 5, 5¾, 6.10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M.; 1, 2, 3, 4, 4½, 5, 6½, 7, 8, 9, 10, 11 P. M.

The 8.20 down train, and the 3½ and 5½ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9.15 minutes A. M.; 2.7 and 10¾ P. M.
Leave Germantown—8.15 A. M.; 1, 6 and 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia—6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9 and 11 P. M.

Leave Chestnut Hill—7.10 minutes, 8, 9.40 and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.

ON SUNDAYS.

Leave Philadelphia—9.15 minutes A. M.; 2 and 7 P. M.
Leave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40 and 9.25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia—6, 7¾, 9, 11.05 A. M.; 1½, 3, 4½, 5¼, 6.15, 8.05 and 11½ P. M.

Leave Norristown—5.40, 7, 7.50, 9, 11 A. M.; 1½, 3, 4½, 6.15 and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.
Leave Norristown—7 A. M.; 5½ and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 7¾, 9, 11.05 A. M.; 1½, 3, 4½, 5¾, 6.15, 8.05, 9½ and 11½ P. M.

Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 3½, 5, 6½, 9 and 10½ P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.
Leave Manayunk—7½ A. M.; 6 and 9½ P. M.

W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. SUMMER ARRANGEMENTS. On and after MONDAY, June 24th, 1867, trains will leave Depot, Thirty-first and Chestnut streets, as follows:

Trains leave Philadelphia for West Chester, at 7.15 A. M., 11.00 A. M., 2.30, 4.15, 4.50, 7.00 and 10.30 P. M.

Leave West Chester for Philadelphia, from Depot on E. Market street, 6.15, 7.15, 7.30 and 10.45 A. M., 1.55, 4.50 and 6.55 P. M.

Trains leaving West Chester at 7.30 A. M. and leaving Philadelphia at 4.50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going East, will take train leaving West Chester at 7.15 A. M., and going West will take train leaving Philadelphia at 4.50 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 5.30 P. M.
Leave Media for Philadelphia at 6.40 P. M.—stopping at all stations.

Trains leaving Philadelphia at 7.15 A. M. and 4.50 P. M., and leaving West Chester at 7.30 A. M. and 4.50 P. M. connect at B. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.

ON SUNDAYS—Leave Philadelphia at 8.00 A. M. and 2.00 P. M.

Leave West Chester 7.45 A. M. and 5.00 P. M.

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

On Sundays the Market street cars leave Front and Market streets thirty-five minutes before each Train leaves the depot, and will connect with each train on arrival, to carry passengers into city.

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

HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.—Through and Direct Route between Philadelphia, Baltimore, Harrisburg, Williamsport and the Great Oil Region of Pennsylvania.—Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 29th, 1867, the Trains on the Philadelphia and Erie Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia		7.00 P. M.
" " Williamsport		4.30 A. M.
" " arrives at Erie		4.08 P. M.
Erie Express leaves Philadelphia		12.00 Noon.
" " Williamsport		8.45 P. M.
" " arrives at Erie		10.03 A. M.
Elmira Mail leaves Philadelphia		8.00 A. M.
" " Williamsport		6.45 P. M.
" " arrives at Lock Haven		8.10 P. M.

EASTWARD.

Mail Train leaves Erie		10.25 A. M.
" " Williamsport		10.10 P. M.
" " arr. at Philadelphia		7.00 A. M.
Erie Exp's leaves Erie		5.00 P. M.
" " Williamsport		4.25 A. M.
" " arr. at Philadelphia		1.00 P. M.
Elmira Mail leaves Lock Haven		7.15 A. M.
" " Williamsport		8.35 A. M.
" " arr. at Philadelphia		5.40 P. M.

Mail and Express connect with all trains on Warren and Franklin Railway. Passengers leaving Philadelphia at 12.00 M., arrive at Irvineton at 6.40 A. M., and Oil City at 9.50 A. M.

Leaving Philadelphia at 7.30 P. M., arrive at Oil City at 4.35 P. M.

All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through.

ALFRED L. TYLER, je8-tf General Superintendent.

RARITAN AND DELAWARE BAY Railroad.—Resumption of Summer Travel to NEW YORK and LONG BRANCH.

FARE TO NEW YORK, $2 00.
FARE TO LONG BRANCH, $2 00.

EXCURSION TICKETS TO LONG BRANCH, good for one week, $3 00.

Through, without change of cars, to Long Branch, in FOUR AND A HALF HOURS.

On and after Monday, May 13th, 1867, the Express line will leave Philadelphia from Vine Street Ferry at 7.45 A. M. Returning, leave New York from Pier 32, foot of Duane street, at 11.15 A. M., and Long Branch at 12.55 P. M.

On and after Saturday, July 6th, a train will leave Vine Street Ferry every Saturday, at 4.15 P. M. for Long Branch. Returning from Long Branch on Monday at 4.25 A. M., until further notice.

FAST FREIGHT LINE FOR NEW YORK. Freight left at the Warehouse, No. 320 North Delaware avenue, before 5 o'clock P. M., will reach New York early next morning.

Rates low and quick time uniformly made. Way Freight Train leaves Cooper's Point at 9.20 A. M.

Tickets for New York and Long Branch can be procured at the office of the Philadelphia Local Express Company, 625 Chestnut street.

R. H. CHIPMAN, Agent, 320 North Delaware avenue.
my8-tf W. S. SNEEDEN & CO., Lessees.

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

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

Goods delivered at the Through Freight Depot, S. E. corner of FRONT and NOBLE Streets, before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming Valleys before 11 A. M. of the succeeding day.

je26 ELLIS CLARK, Agent.

QUICKEST TIME ON RECORD. 26½ Hours to Cincinnati via Pennsylvania Railroad & Pan Handle. 7 1-2 HOURS LESS TIME than by competing lines.

Passengers taking 7.30 P. M., arrive in Cincinnati next evening at 10.00 P. M.; 26½ hours. Only one night en route.

The Celebrated Palace State Room Sleeping Cars run through from Philadelphia to Cincinnati.

Passengers taking the 12 M. and 11 P. M. trains reach Cincinnati and all points West and South one train in advance of all other routes.

To secure the unequaled advantages of this line be particular, and ask for tickets "Via Pan Handle," at Ticket Office, 631 Chestnut street, and Depot, West Philadelphia.

JNO. DURAND, General Superintendent,
J. F. SCULL, General Ticket Agent,
my2-tf JNO. H. MILLER, General Agent.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Summer Arrangement of Passenger Trains, May 6, 1867, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.—At 7.30 A. M. for Reading and all intermediate Stations.

Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 9.10 P. M.

MORNING EXPRESS.—At 8.15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c. &c.

The 7.30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c.; and with the Lebanon Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R. R. trains for Williamsport, Lock Haven, Elmira, &c.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c.

POTTSTOWN ACCOMODATION.—Leaves Pottstown at 6.20 A. M., stopping at intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.30 P. M.; arrives in Pottstown at 6.45 P. M.

READING ACCOMMODATION.—Leaves Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.15 A. M.

Returning, leaves Philadelphia at 5.00 P. M.; arrives in Reading at 7.45 P. M.

Trains for Philadelphia leave Harrisburg at 1.10 A. M., and Pottsville at 8.45 A. 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 6.45 P. M.

Harrisburg accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M. arriving in Philadelphia at 9.10 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12.45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M., for Philadelphia and all Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville 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 4.25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7.30 A. M. and 5.00 P. M. trains from Philadelphia, returning from Downingtown at 6.10 A. M., and 1.00 P. M.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.—Leave New York at 9 A. M., 5.00 and 8.00 P. M., passing Reading at 1.45 A. M., 1.50 and 10.52 P. M., and connect at Harrisburg with Pennsylvania, and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburgh, at 3 and 5.40 A. M., 9.35 P. M., passing Reading at 4.49 and 10.30 A. M., and 11.30 P. M., arriving at New York 10.10 A. M., and 4.40 and 5.20 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburgh, without change.

Mail train for New York leaves Harrisburg at 2.10 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—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 RAILROAD.—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 3.30 P. M., and from Tremont at 7.35 A. M. and 5.25 P. M.

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

Excursion Tickets from Philadelphia to Reading and Intermediate Stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains at reduced rates.

Excursion Tickets to Philadelphia good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates.

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

Commutation Tickets at 25 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2,000 miles, between all points, at $52 50 each, for families and firms.

Season Tickets, for three, six, nine or twelve months, for holders only, to all points at reduced rates.

Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at 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 Callowhill 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. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Mails 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.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mt. Carmel, and all the points in the Lehigh and Wyoming Coal regions.

Passenger Depot in Philadelphia, N. W. corner of Berks and American streets.

SUMMER ARRANGEMENT—NINE DAILY TRAINS—On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner of Berks and American Streets, daily (Sundays excepted), as follows:

At 7.45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Mahanoy Railroad for Mahanoy City, and with Catawissa Railroad for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 12.05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11.55 A. M. for Easton and points on New Jersey Central Railroad to New York.

At 8.45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.

At 10.15 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1.30 P. M.—Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mt. Carmel and all points in Mahanoy and Wyoming Coal Regions. Passengers for Greenville take this train to Quakertown.

At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope, and at North Wales for Sumneytown.

At 4.00 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatborough and Hartsville take stage at Abington; for Lumberville, at Doylestown.

At 5.20 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Easton, Allentown, Mauch Chunk.

At 6.20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11.30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9.15 A. M., 2.05 and 8.40 P. M.

2.05 P. M. train makes direct connection with Lehigh Valley trains from Easton, Wilkesbarre, Mahanoy City and Hazleton. Passengers leaving Easton at 11.20 A. M. arrive in Philadelphia at 2.05 P. M.

Passengers leaving Wilkesbarre at 1.30 P. M. connect at Bethlehem at 6.15 P. M., and arrive at Philadelphia at 8.40 P. M.

From Doylestown at 8.25 A. M., 5.10 and 7.40 P. M.
From Lansdale at 7.30 A. M.
From Fort Washington at 11.50 A. M. and 3.05 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.45 P. M.
Doylestown for Philadelphia at 7.20 A. M.
Bethlehem for Philadelphia at 4.30 P. M.

Fifth and Sixth streets Passenger Cars convey passengers to and from the new Depot.

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

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

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express Office, No. 105 South Fifth street.

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—Summer Arrangements. On and after Saturday June 1st, 1867, the Trains will leave Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Chestnut streets (West Philada.), at 7.15 A. M., and 4.50 P. M.

Leave Rising Sun, at 5.15, and Oxford at 6.06 A. M., and leave Oxford at 3.25 P. M.

A Market Train with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11.15 A. M., Oxford at 12.00 M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2.30 P. M., run through to Oxford.

The Train leaving Philadelphia at 7.15 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4.50 P. M. runs to Rising Sun, Md.

Passengers allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

mh19 HENRY WOOD, General Sup't.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—FREIGHT NOTICE.—Freight for Baltimore, Washington, Norfolk, Portsmouth, Lynchburg and all points south and southwest accessible by Railroad will be received daily until 6 o'clock, P. M., at the through-freight Station, Broad and Cherry streets.

For information regarding rates, &c., apply at the Depot, Broad and Cherry streets, or at the Company's Office, 105 South Fifth street.

JOHN S. WILSON, Freight Agent.
HAS. K. IDE, Master Transportation. my1 tf

THE GREAT SOUTHERN MAIL ROUTE, Via Washington and Lynchburg,

Offers to travelers the shortest and most expeditious line to KNOXVILLE, CHATTANOOGA, DALTON, ATLANTA, NASHVILLE, MEMPHIS, MOBILE and NEW ORLEANS.

Trains leave depot of P., W. and B. R. R., BROAD and PRIME Streets, at 11.50 A. M. and 11 o'clock P. M., making close connections through.

PLEASE ASK FOR TICKETS via WASHINGTON and LYNCHBURG, to be had at 828 Chestnut street, depot of P., W. and B. R. R., and at General Office, 625 Chestnut street.

Baggage checked through.

FREIGHT.

A FAST FREIGHT LINE has been established over the same route, by which shippers are assured of QUICK TRANSIT, A SAVING OF 130 MILES IN DISTANCE and LESS HANDLING than by any other.

Through bills of lading with guaranteed rates to above and intermediate points. Mark pks. via "O. and A. R. R.," and send to BROAD and CHERRY Streets.

For information relative to Tickets or Freight, apply

JAS. C. WILSON,
GENERAL AGENT,
jel 3m 625 Chestnut street.

FOR NEW YORK.—THE CAMDEN AND AMBOY and PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES, from Philadelphia to New York, and way places, from Walnut street wharf.

	Fare.
At 5 A. M., via Camden and Amboy, Accom.	$2 25
At 8 A. M., via Camden and Jersey City Express Mail,	3 00
At 2 P. M., via Camden and Amboy Express,	3 00
At 5.00 P. M., via Camden and Amboy, 1st class,	2 25
2d class,	1 80
Accom. and Emigrant,	

At 8 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, Birmingham and Vincentown.

At 5 A. M. and 2 P. M. for Freehold.

At 5, 8 and 10 A. M., and 2, 4 P. M., for Trenton.

At 5, 8 and 10 A. M., 1, 2, 4, 5, 6 and 11.30 P. M., for Bordentown, Burlington, Beverly and Delanco.

At 5 and 10 A. M., 1, 2, 4, 5, 6 and 11.30 P. M. for Florence.

At 5 and 10 A. M., 1, 4, 5, 6 and 11.30 P. M., for Edgewater, Riverside, Riverton and Palmyra.

At 5 and 10 A. M., 1, 4, 6 and 11.30 P. M. for Fish House.

The 1 and 11.30 P. M. Lines will leave from foot of Market street, by upper ferry.

Lines from Kensington Depot will leave as follows:

At 11 A. M., 4.30 P. M. and 12 M. (night) via Kensington and Jersey City, New York Express Lines, $3 00

At 8, 10.15 and 11.00 A. M., 2.30, 3.30, 4.30, 5, P. M. and 12 M. for Trenton and Bristol.

At 8 and 10.15 A. M., 2.30, 5 and 12 P. M. for Morrisville and Tullytown.

At 8.00 and 10.15 A. M., 2.30, 4.30, 5 and 12 P. M. for Schencks.

At 10.15 A. M., 2.30 and 5 P. M. for Eddington.

At 7.30 and 10.15 A. M., 2.30, 4, 5, 6 and 12 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and intermediate Stations.

BELVIDERE DELAWARE RAILROAD LINES from Kensington Depot.

At 8.00 A. M., for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap.

At 8.00 A. M. and 3.30 P. M., for Belvidere, Easton, Lambertville, Flemington, &c. The 3.30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

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

From West Philadelphia Depot, via connecting Rail way.

At 1.30 A. M., 1.30 and 6.30 P. M. Washington and New York Express Lines, via Jersey City, $3 25

The 1.30 A. M. and 6.30 P. M. Lines run daily. All others, Sunday excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half an hour before departure. The Cars on Market Street Railway run direct to West Philadelphia Depot, Chestnut and Walnut within one square. On Sundays, the Market Street Cars will run to connect with the 1.30 A. M. and 6.30 P. M. lines.

Fifty Pounds of Baggage only allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty 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.

Tickets sold and Baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls and Suspension Bridge.

An additional Ticket Office is located at No. 828 Chestnut street, where tickets to New York, and all important points North and East, may be procured. Persons purchasing Tickets at this Office, can have their baggage checked from residence or hotel to destination, by Union Transfer Baggage Express.

Lines from New York for Philadelphia will leave from foot of Courtland street at 1.00 and 4.30 P. M., via Jersey City and Camden. At 7.00 A. M., 6 P. M. and 12 night, via Jersey City and Kensington. At 8.40 A. M. and 12 M., via Jersey City and W. Philadelphia.

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

June 19th, 1867. WM. H. GATZMER, Agent.

PENNSYLVANIA CENTRAL Railroad.—Summer Time.—Taking effect June 2d, 1867. The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chestnut and Walnut Street Railway run within one square of it.

ON SUNDAYS—The Market Street Cars leave Front and Market streets 35 minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket Office, Northwest corner of Ninth and Chestnut Streets.

Agents of the Union Transfer Company will call for and deliver Baggage at the Depot. Orders left at No. 901 Chestnut street, or No. 1 South Eleventh street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:

Mail Train	at 8.00 A. M.
Paoli Accom. No. 1	at 10.00 A. M.
Fast Line & Erie Express	at 12.10 P. M.
Paoli Accommodation No. 2	at 1.00 P. M.
Harrisburg Accom.	at 2.30 P. M.
Lancaster Accom.	at 4.00 P. M.
Parkesburg Train	at 5.30 P. M.
Western Accom. Train	at 5.40 P. M.
Cincinnati Express	at 7.30 P. M.
Erie Mail	at 7.30 P. M.
Philadelphia Express	at 11.15 P. M.
Paoli Accom. No. 3	at 9.00 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, 137 Dock street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express	at 1.15 A. M.
Philadelphia Express	" 7.10 "
Erie Mail	" 7.10 "
Paoli Accom. No. 1	" 8.20 "
Parkesburg Train	" 9.10 "
Lancaster Train	" 12.40 P. M.
Fast Line and Erie Express	" 1.10 "
Paoli Accom. No. 2	" 4.10 "
Day Express	" 6.20 "
Paoli Accom. No. 3	" 7.00 "
Harrisburg Accom.	" 9.50 "

For further information, apply to
JOHN C. ALLEN, Ticket Agent, 901 Chestnut street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing 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.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILROAD! THROUGH IN TWO HOURS!

Five trains daily to Atlantic City and one on Sunday.

On and after SATURDAY, June 29th, 1867, trains will leave Vine Street Ferry as follows:

Special Excursion	6.00 A. M.
Mail	7.30 A. M.
Freight, with passenger-car attached	9.15 A. M.
Express (through in two hours)	2.00 P. M.
Atlantic Accommodation	4.15 P. M.

RETURNING—LEAVE ATLANTIC:

Special Excursion	5.18 P. M.
Mail	4.40 P. M.
Freight	11.40 A. M.
Express (through in two hours)	7.08 A. M.
Accommodation	5.45 A. M.
Junction Accommodation to Jackson and intermediate stations, leaves Vine street	5.30 P. M.
Returning—leaves Jackson	6.28 A. M.

HADDONFIELD ACCOMMODATION TRAIN

Leaves Vine street 10.15 A. M. and 2.00 P. M.
Leaves Haddonfield 1.00 P. M. and 3.15 P. M.

SUNDAY MAIL TRAIN TO ATLANTIC

Leaves Vine street at 7.30 A. M. and Atlantic at 4.40 P. M.

Fare to Atlantic, $2. Round trip tickets, good only for the day and train on which they are issued, $3.

Tickets for sale at the office of the Philadelphia Local Express Company, No. 625 Chestnut street, and No. 828 Chestnut street, Continental Hotel.

The Philadelphia Local Express Company, No. 625 Chestnut street, will call for baggage in any part of the city and suburbs, and check to Hotel or Cottage at Atlantic City.

D. H. MUNDY, Agent.

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY, commencing SUNDAY, June 23d, 1867. The MAIL and PASSENGER TRAIN will leave Philadelphia, foot of Market street, at 7 A. M.; returning, will leave Cape May at 5 P. M., stopping at principal stations only.

Fare, $3. Excursion Tickets, $4. Good for this day and train only.

WM. J. SEWELL, je20 to se15 Superintendent.

MUNICIPAL CLAIMS.

MUNICIPAL CLAIMS.— SHERIFF'S OFFICE, PHILADELPHIA, July 29, 1867.

NOTICE IS HEREBY GIVEN, in accordance with the Act of Assembly of the Commonwealth of Pennsylvania, passed 11th day of March, A. D., 1846; entitled "An Act relative to Registered Taxes and Municipal Claims in the County of Philadelphia," that the following writs of Scire facias sur claim have been placed in my hands for service, to wit:

HENRY C. HOWELL, Sheriff.

The City of Philadelphia vs. Robert Cunningham, owner or reputed owner, or whoever may be owner. C. P. June Term, 1867, No. 167, for the sum of twelve dollars, for work and labor done and performed, and materials furnished against all that certain lot or piece of ground, situate on the southeasterly corner of Hope and Putnam streets, in the Nineteenth Ward of the said city, containing in front or breadth on the said Hope street sixteen feet, and extending in length or depth eastwardly of that width between lines parallel to and along the said Putnam street forty-nine feet more or less.

Same vs. Robert Cunningham, owner, &c., C. P., June Term, 1867, No. 169; for the sum of twelve dollars and twelve cents, for work and labor done and performed, and materials furnished against all that certain lot or piece of ground, with the three-story brick dwelling thereon erected, situate on the easterly side of Hope street, in the Nineteenth Ward of the said city, at the distance of sixteen feet southwardly from the southeasterly side of Putnam street; containing in front or breadth on the said Hope street sixteen feet two inches, and extending in length or depth eastwardly of that width between lines parallel to said Putnam street forty-nine feet, be the same more or less. jy22-m,w-4t

MILLINERY.

MRS. R. DILLON, 323 AND 331 SOUTH STREET, has a handsome assortment of Millinery, Chip and Fancy Hats of the latest styles. Crapes, Silks, Ribbons, Flowers, Frames, &c., at reduced prices. ap1-4m

SHIPPERS' GUIDE.

Special Notice. Steamship Tioga for New Orleans, Saturday, August 3d.

Freight now being received at second wharf below Spruce street. Through Bills of Lading signed to Gulf ports and all points on the Mississippi River at *low rates*. Goods for St. Louis and points below should be consigned to the Agent of the Atlantic and Mississippi Steamship Company, New Orleans.

For Bills of Lading and information, apply to
WM. L. JAMES,
General Agent Philadelphia and Southern Mail S. S. Co.,
jy29-tf 314 South Delaware avenue.

For Boston—Steamship Line Direct. SAILING FROM EACH PORT EVERY FIVE DAYS, FROM PINE STREET, PHILADELPHIA, AND LONG WHARF, BOSTON.

This line is composed of the first-class Steamships, ROMAN, 1,488 tons, Captain O. Baker. SAXON, 1,250 tons, Captain S. H. Matthews. NORMAN, 1,208 tons, Captain L. Crowell.

The ROMAN from Phila. on Tuesday, July 30, at 10 A. M.
The NORMAN from Boston on Friday, August 2, at 3 P. M.

These Steamships sail punctually, and Freight will be received every day, a Steamer being always on the berth.

Freight for points beyond Boston sent with despatch.

For Freight or Passage (superior accommodations), apply to HENRY WINSOR & CO., 338 South Delaware avenue, my31 Entrance on Pine street, up stairs.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE (SEMI-MONTHLY) FOR NEW ORLEANS, LA.,

STAR OF THE UNION, 1,076 tons, Captain T. N. Cooksey. JUNIATA, 1,215 tons, Captain P. F. Hoxie. TIOGA, 1,075 tons, Captain J. T. Morse.

Will leave this port every two weeks alternately, touching at Havana, returning, for freight and passengers.

The TIOGA will leave for New Orleans on Saturday, August 3, at 8 A. M., from Pier 18 (second wharf below Spruce street).

The STAR OF THE UNION will leave New Orleans for this port July 20.

Through bills lading signed for freight to Mobile, Galveston, Natchez, Vicksburg, Memphis, Nashville, Cairo, St. Louis, Louisville and Cincinnati.

Agents at New Orleans—Creevy, Nickerson & Co.

WM. L. JAMES, General Agent,
fe23 314 South Delaware avenue.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR WEEKLY LINE FOR SAVANNAH, GA.

TONAWANDA, 850 tons, Capt. Wm. Jennings.
WYOMING, 850 tons, Captain Jacob Teal.

The steamship TONAWANDA will leave for the above port on Saturday, August 3, at 8 o'clock A. M., from the second wharf below Spruce street.

Through passage tickets sold and freight taken for all points in connection with the Georgia Central Railroad.

Agents at Savannah—Hunter & Gammell.

WM. L. JAMES, General Agent,
fe23 314 South Delaware avenue.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE (SEMI-MONTHLY) FOR WILMINGTON, N. C.

The steamship PIONEER (813 tons), Captain J. Bennett, will leave for the above port on Thursday, August 15, at 8 o'clock A. M., from Pier 18 (second wharf below Spruce street.)

Bills of Lading signed at through and reduced rates to all principal points in North Carolina.

Agents at Wilmington—Worth & Daniel.

WM. L. JAMES, General Agent,
mh7 314 South Delaware avenue.

PHILADELPHIA, RICHMOND, AND NORFOLK Steamship Line. THROUGH AIR LINE TO THE SOUTH AND WEST.

Steamships leave every SATURDAY, at noon, from first wharf above Market street.

THROUGH RECEIPTS TO NEWBERN.

Also, all points in North and South Carolina via Seaboard and Roanoke Railroad, and to Lynchburg, Va., Tennessee and the West, via Norfolk, Petersburg, and South Side Railroad, and Richmond and Danville Railroad.

The regularity, safety and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received Daily.

WM. P. CLYDE & CO., 14 North and South Wharves.

W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. ap11-tf

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

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

Freight received daily.

WM. P. CLYDE & CO., 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & CO., Agents at Alexandria, Virginia. ap11-tf

HAVANA STEAMERS. SEMI-MONTHLY LINE.

The Steamships
HENDRICK HUDSON .... Capt. Howes
STARS AND STRIPES .... Capt. Holmes

These steamers will leave this port for Havana every other Tuesday at 8 A. M.

The steamship HENDRICK HUDSON, Howes, master, will sail for Havana on Tuesday morning, July 30th, at 8 o'clock A. M.

Passage to Havana, $50, currency.
No freight received after Saturday.
For freight or passage, apply to
THOMAS WATTSON & SONS,
au30 140 North Delaware avenue.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

Express Steamboat Company Steam Propellers leave Daily from first wharf below Market street. Through in Twenty-four hours. Goods forwarded to all points, North, East and West, free of commission.

Freights received at the lowest rates.

WM. P. CLYDE & CO., Agents, 14 South Wharves.
JAMES HAND, Agent, 104 Wall street, New York. ap11-tf

DAILY LINE FOR BALTIMORE, Via Chesapeake and Delaware Canal. Philadelphia and Baltimore Union Steamboat Company, daily at 2 o'clock P. M.

The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. (Sundays excepted.)

Carrying all description of Freight as low as any other line.

Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.

Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages, &c., &c.

For further information, apply to
JOHN D. RUOFF, Agent,
ap16-1y No. 18 North Delaware avenue.

FOR NEW YORK—SWIFTSURE Transportation Company—Despatch and Swiftsure Lines via Delaware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines. For freight, which will be taken on accommodating terms, apply to

WM. M. BAIRD & CO.,
mh13-1y No. 132 South Delaware avenue.

DELAWARE AND CHESAPEAKE STEAM Tow-Boat Company.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City and intermediate points.

WM. P. CLYDE & CO., Agents. Capt. JOHN LAUGHLIN, Sup't. Office, 14 S. Wharves, Phila. ap11-tf

NOTICE.—ALL PERSONS ARE HEREBY CAUTIONED against trusting any of the crew of the British bark ORIENTAL, Dunham, master, from London, as no debts of their contracting will be paid either by the captain or consignees. PETER WRIGHT & SONS, 115 Walnut street. jy22tf

BRITISH BARK ORIENTAL, DUNHAM, MASTER, from London, is now discharging, under general order, at Arch street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. jy23-tf

STEAMSHIP ROMAN, FROM BOSTON.—Consignees of merchandise per above steamer will please send for their goods, now landing at Pine street wharf. jy24-3t HENRY WINSOR & CO.

JAS. S. SHINDLER, successor to JOHN SHINDLER & SONS, Sail Makers, No. 300 North Delaware avenue, Philadelphia.

All work done in the best manner and on the lowest and most favorable terms, and warranted to give perfect satisfaction.

Particular attention given to repairing.

STOVES AND HEATERS.

REMOVAL. W. A. ARNOLD

Has removed his Depot for the sale of FURNACES, RANGES, GRATES, SLATE MANTLES, &c., from No. 1010 CHESTNUT street to

1305 CHESTNUT STREET.
july13 m,w,f,1y

THOMSON'S LONDON KITCHENER, OR European Ranges, for families, hotels or public institutions, in twenty different sizes. Also, Philadelphia Ranges, Hot Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stewhole Plates, Broilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers,

SHARPE & THOMSON,
ms 27-m,w,f,-6m No. 209 North Second street.

JOB BARTLETT & SON, Manufacturers of the CELEBRATED BARTLETT HEATERS, Cooking Ranges, Gas Ovens and Sheet Iron Work of every description. A splendid assortment of REGISTERS AND VENTILATORS, and Silver's Air-tight Stoves, always on hand, at No. 924 Arch Street, Philadelphia. au30-tf

THOMAS S. DIXON & SONS, Late Andrews & Dixon, No. 1324 CHESTNUT street, Philadelphia, Opposite United States Mint. Manufacturers of LOW DOWN, PARLOR, CHAMBER, OFFICE, And other GRATES, For Anthracite, Bituminous and Wood Fires. ALSO, WARM-AIR FURNACES, For Warming Public and Private Buildings. REGISTERS, VENTILATORS AND CHIMNEY-CAPS, COOKING-RANGES, BATH-BOILERS, WHOLESALE and RETAIL.

INSURANCE.

1829—CHARTER PERPETUAL.

FRANKLIN FIRE INSURANCE COMPANY OF PHILADELPHIA, Nos. 435 and 437 Chestnut Street.

Assets on January 1, 1867, $2,553,146 13.

Capital	$400,000 00
Accrued Surplus	946,713 98
Premiums	1,206,432 15

UNSETTLED CLAIMS, $27,481 13. INCOME FOR 1867 $325,000.

Losses Paid Since 1829 Over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

DIRECTORS.

Chas. N. Bancker, Tobias Wagner, Samuel Grant, Geo. W. Richards, Isaac Lea, Geo. Fales, Alfred Fitler, Fras. W. Lewis, M. D., Peter McCall, Thomas Sparks.

CHARLES N. BANCKER, President.
GEO. FALES, Vice-President.
JAS. W. McALLISTER, Secretary pro tem. fe19

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835.

Office, S. E. corner Third and Walnut streets, Philadelphia.

MARINE INSURANCES, on vessels, cargo and freight, to all parts of the world.

INLAND INSURANCES, on goods, by river, canal, lake and land carriage, to all parts of the Union.

FIRE INSURANCES on merchandise generally. On Stores, Dwelling Houses, &c.

ASSETS OF THE COMPANY November 1, 1866.

$100,000	United States Five per cent. Loan, 1871	$114,000 00
120,000	United States Six per cent. Loan, 1881	136,500 00
200,000	United States 7 3-10 per cent. Loan, Treasury Notes	211,500 00
125,000	City of Philadelphia Six per cent. Loan (exempts)	126,562 50
54,000	State of Pennsylvania Six per cent. Loan	54,700 00
45,000	State of Pennsylvania Five per cent. Loan	44,620 00
50,000	State of New Jersey Six per cent. Loan	50,750 00
20,000	Pennsylvania Railroad First Mortgage 6 per cent. Bonds	20,500 00
25,000	Pennsylvania Railroad Second Mortgage 6 per cent. Bonds	24,250 00
25,000	Western Pennsylvania Railroad Six per cent. Bonds (Penna. R. R. guarantee)	20,750 00
30,000	State of Tennessee Five per cent. Loan	12,000 00
7,000	State of Tennessee Six per cent. Loan	5,040 00
15,000	300 shares stock Germantown Gas Company, principal and interest Guaranteed by the city of Philadelphia	15,000 00
7,150	143 shares stock Pennsylvania Railroad Company	8,258 25
5,000	100 shares stock North Pennsylvania Railroad Company	3,950 00
20,000	80 shares stock Philadelphia and Southern Mail Steamship Company	20,000 00
195,900	Loans on Bonds and Mortgage, first liens on city property	195,900 00
1,045,050 Par.	Market value. Cost, $1,030,552 05	$1,070,280 75
	Real Estate	36,000 00
	Bills Receivable for Insurances made	217,637 23
	Balance due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	38,923 98
	Scrip and Stock of sundry Insurance and other Companies, $5,173. Estimated value	2,930 00
	Cash in Bank $41,102 26; " in Drawer 447 34	41,549 60
		$1,407,321 56

*This being a new enterprise, the par is assumed as the market value.

Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, John R. Penrose, James Traquair, Henry C. Dallett, Jr., James C. Hand, Wm. C. Ludwig, Joseph H. Seal, George G. Leiper, Hugh Craig, John D. Taylor, Samuel E. Stokes, Henry Sloan, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Jacob P. Jones, James B. M'Farland, Joshua P. Eyre, Spencer M'Ilvaine, Jacob Riegel, George W. Bernadou, John B. Semple, Pittsburgh, A. B. Berger, Pittsburgh, D. T. Morgan, Pittsburgh.

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice President.
HENRY LYLBURN, Secretary. de13-tno1

PROVIDENT LIFE AND TRUST COMPANY OF Philadelphia, No. 111 South FOURTH street. INCORPORATED, 3d MONTH, 22d, 1865. CAPITAL, $150,000 PAID IN.

Insurance on Lives, by Yearly Premiums; or by 5, 10 or 20-year premiums, Non-forfeiture.

Endowments, payable at a future age, or on prior decease by Yearly Premiums, or 10-year Premiums—both Non-forfeiture.

Annuities granted on favorable terms.

Term Policies. Children's Endowments.

This Company, while giving the insured the security of a paid-up Capital, will divide the entire Profits of the Life business among its Policy holders.

Moneys received at interest, and paid on demand.

Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities under appointment of any Court of this Commonwealth or of any person or persons, or bodies politic or corporate.

DIRECTORS.

Samuel R. Shipley, Joshua H. Morris, Richard Wood, Richard Cadbury, Henry Haines, T. Wistar Brown, Wm. C. Longstreth, William Hacker, Charles F. Coffin.

SAMUEL R. SHIPLEY, President. ROWLAND PARRY, Actuary.
THOMAS WISTAR, M. D., Medical Examiner. J. B. TOWNSEND, Legal Adviser. oc4-tf

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA Fire Insurance Company—Incorporated 1825—Charter Perpetual—No. 510 Walnut street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire, on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in a most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr., Alexander Benson, Isaac Hazlehurst, Thomas Robins, Daniel Haddock, Jr., John Devereux, Thomas Smith, Henry Lewis, J. Gillingham Fell.

DANIEL SMITH, Jr., President.
WILLIAM G. CROWELL, Secretary.

JEFFERSON FIRE INSURANCE COMPANY OF PHILADELPHIA.—Office, No. 24 North Fifth street, near Market street.

Incorporated by the Legislature of Pennsylvania. Charter Perpetual. Capital and Assets, $150,000. Make insurance against Loss or Damage by Fire on Public or Private Buildings, Furniture, Stocks, Goods and Merchandise, on favorable terms.

DIRECTORS.

George Erety, August C. Miller, John F. Belsterling, Henry Troemner, Wm. McDaniel, Christopher H. Miller, Frederick Staake, Jonas Bowman, Frederick Doll, Jacob Schandler, Samuel Miller, Edward P. Moyer, Adam J. Glass, Israel Peterson, Frederick Ladner.

GEORGE ERETY, President.
JOHN F. BELSTERLING, Vice President.
PHILIP E. COLEMAN, Secretary.

THE ENTERPRISE INSURANCE COMPANY, South west corner Fourth and Walnut streets.

Paid-up Capital	$200,000 00
Cash Assets, July 1st, 1867	371,001 26

FIRE INSURANCE EXCLUSIVELY. Term and Perpetual Insurances.

DIRECTORS.

F. Ratchford Starr, Nalbro Frazier, John M. Atwood, Benj. T. Tredick, George H. Stuart, John H. Brown, J. L. Erringer, Geo. W. Fahnestock, James L. Claghorn, William G. Boulton, Charles Wheeler, T. H. Montgomery.

F. RATCHFORD STARR, President.
THOS. H. MONTGOMERY, Vice President.
LEX. W. WISTER, Sec'ry. mh8 6m

AMERICAN MUTUAL INSURANCE COMPANY.—Office Farquhar Building, No. 228 Walnut street. Marine and Inland Insurance. Risks taken on Vessels, Cargoes and Freights to all parts of the world, and on goods on inland transportation on rivers, canals, railroads, and other conveyances throughout the United States.

WILLIAM CRAIG, President.
PETER CULLEN, Vice President.
ROBERT J. MEE, Secretary.

DIRECTORS.

William Craig, Peter Cullen, John Dallett, Jr., William H. Merrick, Gillies Dallett, Benj. W. Richards, Wm. M. Baird, Henry C. Dallett, Wm. T. Lowber, J. Johnson Brown, Samuel A. Rulon, Charles Conrad, Henry L. Elder, S. Rodman Morgan, Pearson Serrill. ja10

ANTHRACITE INSURANCE COMPANY.—CHARTER PERPETUAL. Office, No. 311 WALNUT street, above Third, Philad'a.

Will insure against Loss or Damage by Fire, on Buildings, either perpetually or for a limited time, Household Furniture and Merchandise generally.

Also, Marine Insurance on Vessels, Cargoes and Freights. Inland Insurance to all parts of the Union.

DIRECTORS.

Wm. Esher, D. Luther, Lewis Audenried, John R. Blakiston, Davis Pearson, Peter Sieger, J. E. Baum, Wm. F. Dean, John Ketcham, John B. Heyl.

WM. ESHER, President.
WM. F. DEAN, Vice President.
WM. M. SMITH, Secretary. ja22-tu,th,s-tf

FAME INSURANCE COMPANY, NO. 406 CHESTNUT street, PHILADELPHIA. FIRE AND INLAND INSURANCE.

DIRECTORS.

Francis N. Buck, Charles Richardson, Henry Lewis, Robert Pearce, P. S. Justice, Geo. A. West, John W. Everman, Robert B. Potter, Jno. Kessler, Jr., E. D. Woodruff, Chas. Stokes, Jos. D. Ellis.

FRANCIS N. BUCK, President.
CHAS. RICHARDSON, Vice President.
W. I. BLANCHARD, Secretary.

THE RELIANCE INSURANCE COMPANY OF PHILADELPHIA. Incorporated in 1841. Charter Perpetual. Office, No. 308 Walnut street. CAPITAL $300,000.

Insures against loss or damage by FIRE, on Houses, Stores and other Buildings, limited or perpetual, and on Furniture, Goods, Wares and Merchandise in town or country.

LOSSES PROMPTLY ADJUSTED AND PAID.

Assets	$398,195 59

Invested in the following Securities, viz.:

First Mortgage on City Property, well secured	$120,600 00
United States Government Loans	122,000 00
Philadelphia City 6 per cent. Loans	60,000 00
Pennsylvania $3,000,000 6 per cent. Loan	21,000 00
Pennsylvania Railroad Bonds, first and second Mortgage	35,000 00
Camden and Amboy Railroad Company's 6 per cent. Loan	6,000
Philadelphia and Reading Railroad Company's 6 per cent. Loan	5,000 00
Huntingdon and Broad Top 7 per cent. mortgage bonds	4,560 00
County Fire Insurance Company's Stock	1,050 00
Mechanics' Bank Stock	4,000 00
Commercial Bank of Pennsylvania Stock	10,000 00
Union Mutual Insurance Company's Stock	380 00
Reliance Insurance Company of Philadelphia's Stock	750 00
Cash in Bank and on hand	7,655 59
	$398,195 59

Worth this date at market price $418,074

DIRECTORS.

Clem. Tingley, Wm. Musser, Samuel Bispham, H. L. Carson, Isaac F. Baker, Wm. Stevenson, Benj. W. Tingley, Marshall Hill, Charles Leland, Thomas H. Moore, Samuel Castner, Alfred English, James T. Young.

CLEM. TINGLEY, President.
THOMAS C. HILL, Secretary.
PHILADELPHIA, December 1, 1866. ja1-tu,th,s,tf

FIRE ASSOCIATION OF PHILADELPHIA. Office, No. 34 N. Fifth street. Incorporated March 27, 1820. Insure Buildings, Household Furniture and Merchandise generally, from Loss by Fire (in the City of Philadelphia only.)

Statement of the Assets of the Association published in compliance with the provisions of an Act of Assembly of April 5th, 1842.

Bonds and Mortgages on Property in the City of Philadelphia only	$941,366 17
Ground Rents (in Philadelphia only)	20,148 31
Real Estate	28,026 23
U. S. Government (5-20) loan	45,000 00
U. S. Treasury Notes	5,000 00
Cash in banks	44,552 58
Total	$1,086,083 29

TRUSTEES.

Wm. H. Hamilton, John Souder, Peter A. Keyser, John Phillbin, John Carrow, George I. Young, Joseph R. Lyndall, Levi P. Coats, Samuel Sparhawk, Charles P. Bower, Jesse Lightfoot, Robert Shoemaker, Peter Armbruster.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice President.
WM. T. BUTLER, Secretary.

THE COUNTY FIRE INSURANCE COMPANY.—OFFICE, No. 110 South Fourth street, below Chestnut.

"The Fire Insurance Company of the County of Philadelphia," Incorporated by the Legislature of Pennsylvania in 1839, for indemnity against loss or damage by fire, exclusively.

CHARTER PERPETUAL.

This old and reliable institution, with ample capital and contingent fund carefully invested continues to insure buildings, furniture, merchandise, &c., either permanently or for a limited time, against loss or damage by fire, at the lowest rates consistent with the absolute safety of its customers.

Losses adjusted and paid with all possible despatch.

DIRECTORS.

Chas. J. Sutter, Henry Budd, John Horn, Joseph Moore, George Mecke, Andrew H. Miller, James N. Stone, Edwin L. Reakirt, Robert V. Massey, Jr., Mark Devine.

CHARLES J. SUTTER, President.
BENJAMIN F. HOECKLEY, Secretary and Treasurer.

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA. INCORPORATED 1804—CHARTER PERPETUAL. No. 224 Walnut street, opposite the Exchange.

In addition to Marine and Inland Insurance this Company insures from loss or damage by Fire, on liberal terms, on buildings, merchandise, furniture, &c., for limited periods, and permanently on buildings by deposit or premium.

The Company has been in active operation for more than sixty years, during which all losses have been promptly adjusted and paid.

DIRECTORS.

John L. Hodge, N. B. Mahony, John T. Lewis, William S. Grant, Robert W. Leaming, D. Clark Wharton, Lawrence Lewis, Jr., David Lewis, Benjamin Etting, Thos. H. Powers, A. R. McHenry, Edmond Castillon, Samuel Wilcox, Louis C. Norris.

JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary.

AMERICAN FIRE INSURANCE COMPANY, INCORPORATED 1810.—Charter perpetual. No. 310 WALNUT street, above Third, Philadelphia.

Having a large paid-up Capital Stock and Surplus invested in sound and available Securities, continue to insure on dwellings, stores, furniture, merchandise, vessels in port, and their cargoes, and other personal property. All losses liberally and promptly adjusted.

DIRECTORS.

Thomas R. Marsh, John Welsh, Patrick Brady, John T. Lewis, John P. Wetherill, James R. Campbell, Edmund G. Dutilh, Charles W. Poultney, Israel Morris.

THOMAS R. MARIS, President.
ALBERT C. L. CRAWFORD, Secretary.

SHERIFF'S NOTICES.

IN OBEDIENCE TO A RULE OF THE DISTRICT Court of the City and County of Philadelphia, the Sheriff of said City publishes the following writ of *Alias Summons Covenant:*

HENRY C. HOWELL, Sheriff.

Sheriff's Office, July 20, 1867.
City and County of Philadelphia, ss.
THE COMMONWEALTH OF PENNSYLVANIA,
To the Sheriff of Philadelphia County, greeting:

We command you, as before we did, that you summon Robert E. Grimshaw, late of your County, so that he be and appear before our Judges at Philadelphia, at our District Court for the City and County of Philadelphia, to be holden at Philadelphia, in and for the said City and County of Philadelphia, the first Monday of August next, there to answer James Miller and Abigail F. Miller, Executors of the last will and testament of Andrew Miller, deceased, of a plea of breach of covenant, to recover nine years arrears of ground rent, created and arising out of deed made between said Andrew Miller and Grimshaw, dated April 14, 1848, and recorded in Recorder's office for said city, in Deed Book A. W. M., No. 64, page 485. And have you then there this writ.

We command you, as before we did, that you summon John Moore, late of your county, so that he be and appear before our Judges at Philadelphia, at our District Court for the City and County of Philadelphia, to be holden at Philadelphia, in and for the said City and County of Philadelphia, the first Monday of August next, there to answer James Engle Negus, Sheriff's vendue of Thomas Fitch, who was assignee of John W. Downing, who were assignees of John Rogers, who was assignee of Davis Powell, sur ground rent deed, recorded in Deed Book, G. W. R., No. 17, page 761, &c., of a plea of breach of covenant. And have you then there this writ.

We command you, as before we did, that you summon James M. Shaw, late of your county, so that you be and appear before our Judges at Philadelphia, at our District Court for the City and County of Philadelphia, to be holden at Philadelphia, in and for the said City and County of Philadelphia, the first Monday of August next, there to answer William Ball, Assignee of William W. Ball and Mary Ann, his wife, of a plea of breach of covenant, sur ground rent deed, from William W. Ball and Mary Ann, his wife, to James M. Shaw, dated May 2, 1853, recorded in deed book T. H., No. 93, page 543 &c., the said ground rent (inter alia) assigned by said William W. Ball and Mary Ann, his wife, to William Ball by assignment, dated March 28, 1866, and recorded in Deed Book L. R. B., No. 186, page 23, &c. And have you then there this writ.

We command you, as before we did, that you summon James M. Shaw, late of your county, so that he be and appear before our Judges at Philadelphia, at our District Court for the City and County of Philadelphia, to be holden at Philadelphia, in and for the said City and County of Philadelphia, the first Monday of August next, there to answer William Ball assignee of William W. Ball and Mary Ann, his wife, of a plea of breach of covenant sur ground-rent deed from William W. Ball and Mary Ann, his wife, to James M. Shaw, dated May 2d, 1853, recorded in Deed-Book T H, No. 93, page 547, &c.; the ground-rent (*inter alia*) assigned by said William W. Ball and Mary Ann his wife, to William Ball, by assignment, dated March 28th, 1866, and recorded in Deed-Book L. R. B. No. 186, page 23, &c. And have you then there this writ.

We command you, as before we did, that you summon Christopher H. Witte, late of your county, so that he be and appear before our Judges at Philadelphia, at our District Court for the City and County of Philadelphia, to be holden at Philadelphia, in and for the said City and County of Philadelphia, the first Monday of August next, there to answer William Ball, Assignee of William W. Ball, and Mary Ann his wife, of a plea of breach of covenant sur ground rent deed from William W. Ball and Mary Ann Ball his wife, to Christopher H. Witte, dated April 6th, 1853, recorded in Deed Book T. H., No. 105, page 84, &c., the ground rent assigned by said William W. Ball, and Mary Ann his wife, to William Ball (inter alia), by assignment dated March 28, 1866, and recorded in Deed Book L. R. B., No. 186, page 23, &c. And have you then there this writ.

We command you, as before we did, that you summon James Mullen, late of your county, so that he be and appear before our Judges at Philadelphia, at our District Court for the City and County of Philadelphia, to be holden at Philadelphia, in and for the said City and County of Philadelphia, the first Monday of August next, there to answer Charles Carter, assignee of Charles J. Stille and Anna D., his wife, of a plea of breach of covenant, sur ground rent deed from Charles J. Stille and Anna D., his wife, to James Mullen, recorded in deed book I. H., No. 97, page 488, and assignment, Charles J. Stille and Anna, his wife, to Charles Carter, recorded in deed book R. A. W., No. 43, page 307. And have you then there this writ.

Witness the Honorable George Sharswood, Doctor of Laws, President of our said Court, at Philadelphia, the eighteenth day of July, in the year of our Lord one thousand eight hundred and sixty-seven.

W. H. SAYLOR, jy22-law,3t Pro Prothonotary.

IN OBEDIENCE TO A RULE OF THE COURT OF Common Pleas of the City and County of Philadelphia, the Sheriff of said City publishes the following writ of *Alias Summons Covenant:*

HENRY C. HOWELL, Sheriff.

Sheriff's Office, July 20, 1867.
City and County of Philadelphia, ss.
THE COMMONWEALTH OF PENNSYLVANIA,
To the Sheriff of Philadelphia County, greeting:

We command you, as before we did, that you summon Anna W. Woods, late of your county, so that she be and appear before our Judges at Philadelphia, at our Court of Common Pleas, for the City and County of Philadelphia, to be holden at Philadelphia, in and for the said City and County of Philadelphia, the first Monday of August next, there to answer James C. Fisher, Samuel F. Fisher, Trustees for Nancy W. Fisher, of a plea of breach of covenant, sur ground rent due, dated September 28, 1852, recorded in deed book T. H., No. 47, page 124; and have you then there this writ.

Witness the Honorable Joseph Allison, President of our said Court at Philadelphia, the 5th day of July, in the year of our Lord one thousand eight hundred and sixty-seven.

jy22-law,3t T. O. WEBB, Pro Prothonotary.

SALT.—2,500 SACKS LIVERPOOL GROUND SALT; also 200 sacks Fine Salt, afloat and for sale by WORKMAN & CO., 123 Walnut street.