BROKEN VOWS.

Promises are lightly spoken;
Vows on which we blindly build,
(Uttered only to be broken)
Go forever unfulfilled.
Oft betrayed, but still believing—
Duped again and yet again—
All our hoping, all our grieving
Warns us, but it warns in vain.

From the cradle and the coral—
From the sunny days of youth—
We are taught the simple moral,
Still we doubt the moral's truth.
When a boy they found me rather
Loth to do as I was bid,
"I shall buy a birch," said father.
Broken vows! He never did.

Grown extravagant, when youthful,
In my tailor's debt I ran;
He appeared about as truthful
In his talk as any man.
Let me tell you how he sold me:
"Look you, Mr. What's-Your-Name,
I shall summons you," he told me—
But the summons never came!

Through the meadows, daisy-laden,
Once it was my lot to stray,
Talking to a lovely maiden
In a very spooney way;
And I stole a kiss—another—
Then another—then a lot.
"Fie!" she said, "I'll tell my mother."
Idle words; she told her not.

The Ingraham Will.

[From the New York Tribune.]

We have no desire to discourage the reasonable anticipations of the Ingraham Family, which recently met in this city to take measures for obtaining possession of the city of Leeds in England, or at least of so much of it as shall be worth $100,000,000. Indeed, they seem to be so enthusiastically hopeful, and their case upon paper, as drawn up by themselves, such an extremely good one, that to damp their ardor is probably impossible. If it were not for this, we might prescribe a careful reading of "Bleak House," to be followed by "Ten Thousand a Year." Poor Miss Flyte had "documents" in her wallet; Mr. Crooke had "documents" in his paper-heap; Mr. Titmouse had "documents" of great antiquity carefully prepared under the subtle eye of Lawyer Quirk. The Ingraham Family are not precisely in so fortunate a position. They have no "documents," but they know where they are to be had for a consideration. Two centuries ago one Joseph Wilson of Yorkshire made a will, devising to Sarah Cowell, his granddaughter in America (Ingraham by marriage), lands upon which Leeds now stands. The Ingraham Family claim under her—a very numerous family, it would appear—with so many ramifications, that, if the decision should be in favor of the descent, there will probably be a hundred suits about the distribution. But, in the very beginning, there are suspicious circumstances, with just the faintest aroma of swindling about them. The much-desired will of the old original Joseph has been hunted for by eager and hungry heirs for more than sixty years. Now it was in the possession of Lord Erskine. Now it was held by Lord Erskine's son, it having been confided to the first-named lawyer by one Solomon Ingraham. *Presto*, it is in America, and last January it is found, but alas! it is in the hands of "two lawyers," who demand "ten thousand dollars and a tenth of the property" as the condition of its surrender! This the Ingraham Committee declines to pay; but it finally does agree to pay "twenty thousand" in money and thirty thousand dollars of the Ingraham Association scrip," but with a wisdom which we should hardly have anticipated, withholds the cash until the "two lawyers" shall have proved the will to be genuine to the satisfaction of the Committee. At present the heirs are engaged in the troublesome preliminary of raising the money for the "two lawyers."

Such in brief, and divested of unimportant details, is the story of the Ingraham claim to the city of Leeds. It is, we are forced to confess, a suspicious though not a conclusive circumstance, that the main interest hinges upon the concealments and the uncommonly sharp practice of the "two lawyers" who withhold what they are bound in honor and conscience and law to surrender, having come into possession of a piece of property which does not and cannot by any possibility belong to them. If we were never so distantly related to the Ingraham family, we would make short work of that beautiful brace of attorneys who want $50,000 for doing an act of the very commonest kind of honesty. We would hire the sharpest gentlemen in the Equity Courts, and we would treat the "two lawyers" to a course of Chancery proceedings which would soon bring them to their marrow bones. We would harrass them with bills and subpœnas, and discoveries and commitments. We would bring a great variety of actions against them in the Common Law Courts; we would, if necessary, indict them for larceny: we would try trover; we would resort to replevin; we would attach all the property in their possession, will included; we would have them sent to jail upon an average once a week; we would have that "document" out of them, or know the reason why from the august lips of the Chief Justice of the United States himself. This is the way in which we should spend our money, because in this way we should soonest find out whether the "two lawyers" really had or not a testament which they themselves believed to be genuine. If it turned upon production to be a fabrication, palpably and unmistakably a forgery, then we should not be at the expense of proving it. If it were *prima facie* genuine, then we could go to probate with it with a tolerably light heart, leaving the "two lawyers" to pay their own costs, and a portion of ours into the bargain.

The report of the Committee made at the late meeting seems to have been of a nature altogether too satisfactory. As soon as the "two lawyers" have been bribed to disgorge the "document," all difficulties, it is assumed, will have been surmounted, and the flourishing City of Leeds will change owners at once. It seems to have been unaccountably forgotten that there are lawyers in England as well as lawyers in America; and that tenants who have held lands for two centuries generally get a title not easily to be disturbed. It is not a peculiarity of English practice to take wills for granted; they must be proved, as several hundred volumes of ecclesiastical and consistory reports sufficiently attest; and if anybody thinks it easy to prove a will two hundred years old, to the satisfaction of Doctors'Commons, we recommend him, if has money to spare, to try the experiment. He will find that faith in the "two lawyers" who discover an instrument just when it is wanted, might not be so large upon the other side of the Atlantic as it appears to be upon this. Time makes strong titles. Possession is nine points of the law. The men who are receiving the rents of the Leeds properties might not be disposed to surrender at discretion: and there would be two hundred instead of two lawyers to deal with, and perhaps even the whole House of Lords.

It will be seen that while we have pointed out the difficulties of their realization, we have offered no opinion on the validity of these remarkable claims. Even if we desired to do so we have no trustworthy data from which to make up our minds; but we confess that our suspicions of the "two lawyers" with a will for sale cheap somewhat grave. It would be strange if there were not heirs-at-law or devisees in this country entitled to estates long in abeyance in England. When we consider the heart-ache, the hope deferred, and the disappointment, we wish that it were otherwise. We have known more than one man ruined by trusting to these fallacious dreams of wealth to be had without labor, of riches to be acquired by good fortune, of estate to be secured by some extraordinary chance. In too many cases (we say nothing of the present) some rogue is the moving master-spirit of the brilliant vision, and poor men are made poorer in the effort to grasp an unearned and unmerited opulence. We could mention a gentlemen, long since deceased, himself one of the ablest legal writers in America, and whose works are of authority in the courts, whose whole life was embittered by the dream of a great English inheritance. Fortunately he knew well where to stop, although he could not cease to regret the *lacuna* in the evidence which kept him from rank and from riches. We wish that all expectants might prove either more fortunate or as wise as he.

Miss Stebbins's Group for the New York Central Park.

Mr. Hurlburt, writing from Italy to the New York *World*, says:

In summing up matters and things at Rome, I forgot to speak of a subject of local interest to New Yorkers, and though it has not sort of connection with the themes of this letter, I add it here, lest I should overlook it entirely. In the studio of Miss Stebbins, the sculptor, I saw the completed model of a group of statuary which is, ere long, to adorn our beautiful Central Park. This represents the "Angel of the Fountain," and is marked by the vigor and grace which entitle Miss Stebbins to so high a place among our living artists. The angel, with extended hand and protecting wings, seems to overshadow with blessing the people for whose refreshment and delight the fountain is to flow. The figure is light and ærial—the latter an excellent and, I regret to add, a rare thing in angels—the face full of tenderness and dignity. The fountain is upborne and supported by gracious little beings who are certainly not cherubim and can hardly be seraphim; but who, even they be taken to be only children, are none the less lovely for that. To design an ornamental fountain which shall be at once an effective and an appropriate work of art is a very sore trial of an artistic ability. Europe is full of famous failures in this kind, as witness the multitudinous and time-consecrated clumsiness of many-watered Rome, such as the Larcaccia, which most resembles a battered bread basket, and Bernini's sprawling river gods around the obelisk of the Piazza Navona. Ammanati in Florence, and John of Bologna in the city whose name he took, have given reputation to the monstrous statues of Neptune, but what can be more exquisitely absurd than a fresh-water Neptune presiding over horse-troughs and washerwomen? Miss Stebbins's fountain, without obtrusively suggesting the angel of Siloam, is both hydrologically and mythologically, a much more rational and graceful conception; and as every really good work of art which we get into the Park is not merely a positive but a negative blessing, in that while it gives us an actual thing of beauty, it saves us also from a possible thing of horror. I take very great satisfaction in recording the success of this venture of the commissioners. May they do many more such things, and may they be saved from doing things not such. There is a great peril always before them concerning the entrance gates. Anathema Marantha, if they go after strange gods in any of these capital points of what ought to be and may be made one of the loveliest of public promenades. By the way, have they ever secured the band for Governor's Island, as the *World* advised them to, months ago? If they have not, just allow me to observe that, in every town in Italy, from Turin and Milan to Florence and Perugia, the army bands are required to play, not once, but twice, and sometimes thrice a week in the public gardens and squares for the pleasures of the people. To be sure, the Italian people do not pay their servants so high wages as we do, and, of course, therefore they may expect to get more service from them in return.

Bob-o-link.

The Boston *Post* perpetrates the following:

"The gay young rascal, the Bob-o-link, is in his glory just now—in the high tide of his musical dissipation. What a gush and gurgle of song it is that pours out of his little throat! "Bob-o-link, bob-o-link! Blink, blink, chitterwink! Cheery me, up in a tree! Out in the sun—clover tops—tall grass—look at me *now*—what d'ye think?—happy fellow—can't stay-ee—on the wing—wife's at home—good bye!" Was there ever so charming a field companion for a morning stroll in June? The meadows would not seem one-half so delightful in this early stage of summer, were his gleeful chatter not rained down in this showery way all over the grass. In certain favorite meadows he makes his annual appearance punctually on the eleventh of May. It makes no difference, rain or shine, windy or calm, one never listens in vain for the prompt presentation of his tinkling notes. He keeps his little promise, year by year, with wonderful faithfulness; and one can hardly keep back the thought, half fancy as it is, that if his wife of the new season, like some other housewives, was behindhand with the packing of her trunks for a start on her northern summer tour, he would leave her and come on alone, rather than blemish his fresh song by offering it a single day later. The happiest, joiliest, most scatter-brain of all the birds of the open field, his tipsy song reels on from one grass-spire to another, from daisy head to thistle-top, and his gay little coat sinks and rises with the motion of the fragile perch he has found, as the still lake of the morning air is broken into circles with his rattling jollity.

"Some of his notes are as clear as the sand of shivered glass; and again they tinkle as musically one against another as the chiming of silver bells; and then fall on the ear as the faint echoes of far-off water drops, dripping into airy wells, and sounding so musically cool as to refresh the spirit with the very thought of them. It is the veriest medley of music going, and could not be imitated except by Titania's band after deal of moonlight and midnight practice. The little rascal is much too gay to make a good husband for a sober housewife bird, like the tawney-coated robin. He loves his sunshine freedom too well to think of tying himself by the short apron-string of his patient lady in the nest, or of faithfully standing guard at the family front door. Being such a 'man about town' in the orchards and meadows, he is content to make his breakfast and dinners chiefly on admiration. He actually seems to thank you for starting him up when you come up suddenly and look over the rail fence, since it gives him the pretext he covets for displaying his motley suit and airing his skill as a vocalist. He sings as though he had been sipping champagne, his bird heart running over with those delights which generally make wine-tasters light-headed. He is a perfect musical chatter-box, as he flutters on his short flights over the tips of the grass spires, or across from the brown rail fence to the purple thistle-top. An old man's heart feels the new wine of his spirit working again while he stands listening to his rhapsody; and the heart of the boy bounds about like nothing but the motion of the songster's own little body, as he wishes he could close his hand on the gay singer, and claim him always for his own."

The Associations of a London Square.

A writer in *Belgravia* gossips about some of the squares of London. Here is what he has to say of one of them:

"Now, with a long stride westward, let us pass on to Grosvenor square, which Pope mentions as early as 1716. It derived its name, Mr. Cunningham tells us, from Sir Richard Grosvenor, fourth baronet (of the Gros-Veneurs), who died in 1732. That arrogant, virulent friend of Pope's, Bishop Warburton, lived in this spot; here he propounded his paradoxes, and reviled Methodists, Wilkites, infidels, and indeed anybody that differed from him. Thrale, the great brewer, who with his generous hospitality at Streatham cheered the melancholy of his friend Dr. Johnson, died in this square in 1781. At No. 30 John Wilkes died. The distiller's son, thin, squinting, lisping, yet delightful, after all his duels and political squabbles and sedition, came here and ended his days as a quiet constitutionalist, active against the Lord George Gordon rioters.

"Wilkie's patron and Haydon's horror, Sir George Beaumont, lives at No. 29. Here he talked his pleasant platitudes about high art, and descanted over the Claudes that he used to carry about with him in his carriage. 'I see no brown in grass,' said Constable to him one day in the country, laying an old Cremona on the dazzlingly-green lawn, to prove that the old masters were darker than they should be. But Sir George's mind was not original; and he went on with his brown trees and his receipt for composition, till Turner came, and painted as Claude should have done, and put twenty miles more landscape within the four sides of a frame than Lorraine ever could pack.

"No. 29 Grosvenor square is a house indissolubly connected with the Cato street conspiracy, 23d of February, 1820. The conspirators—of whom the chief was Thistlewood—ex-ensign in a West India regiment and a disgraced gambler of infamous character, who had dabbled in the Spafield troubles and in all the dangerous seditions of the day—with his lieutenants, Ings, a savage pork-butcher, a man of color, and a cobbler, met in a loft over a stable in Cato street (now Homer street), Edgeware road. They were armed with pikes, pistols, swords, and hand-grenades; and were to rush into Lord Harrowby's, directly Thistlewood rang the bell, with a pretended letter. Some of them were to guard the kitchen stairs and the area, to keep back the servants; while the rest were to enter the dining-room, and slay all the Cabinet Ministers that day invited to dinner. Ings carried two bags; one intended to contain Lord Sidmouth's, the other Lord Castlereagh's head, which were to be put on pikes, and carried before the conspirators through the streets. They were then to seize the cannon of the City Light Horse in Gray's Inn lane, fire some houses near there, and then march on the Bank and the Mansion House. The Bow street runners surprised them as they were arming, and secured the ringleaders. Thistlewood, however, ran Smithers, one of the officers, through, and escaped He was soon captured, and with his coadjutators, Ings, Brunt, Tidd and Davidson, hung at the Old Bailey; and afterwards clumsily beheaded, much to the disgust and horror of the crowd."

Judge Underwood's Experience.

The following letter from Judge Underwood appears in the Norfolk *Union Republican*, of the 27th inst:

NORFOLK, Va., July 24th, 1867.—*Mr. Editor*: I was surprised to see in the *Journal* this morning the statement that three-quarters of the crimes committed in this State were by colored people. My own official experience leads to a very different conclusion. Of the many hundred criminal complaints and prosecutions in my court, within the last four years, I do not recollect but a single complaint against a colored person—that was the case of a colored boy, indicted, convicted and sentenced for two years imprisonment for mail robbery in the city of Lynchburg. And I have recently heard from the former master and owner of this boy, assuring me of his general good character, and of recently discovered facts, which show that, being a messenger in the post-office, he had been corrupted by a bad white man to steal the letters from the office for which he is imprisoned.

If the *Journal* had said that the old slave-holding aristocracy were keen to punish every colored or white Union man, and quite willing to let criminals of their own class go free, and that being everywhere in the State in power, more colored men than white were prosecuted for petty crimes, it would probably have stated the truth. While in a state of slavery the colored people were to a considerable degree converts to the doctrine of the great nullifier, Calhoun, declared in the United States Senate:

That "he who earns a product, who digs it out of the earth by the sweat of his brow, has a title to it before the universe; none but the Government can touch it; and the Government only to the extent of its absolute wants."

It is true Mr. Calhoun was speaking of the tariff, but his words had a wider application, and the colored people believed them. It is no doubt the fact that these teachings led to petty pilfering, and the habit is not yet entirely cured, but every intelligent observer must be satisfied that our colored fellow-citizens are now making most rapid and commendable progress in the race of physical, educational, mental and moral improvement, worthy of high praise and universal acknowledgment. Very truly,

JOHN C. UNDERWOOD.

Photographic Improvement in California.

Everybody is familiar with the peculiar powers of the stereoscope, and it has been gradually conceded that the full relief of the image produced by this instrument is nearly perfect. There is, however, one defect which has hitherto been found insurmountable—the frosted look given to the object seen. No matter what the character of the scene, the foliage and landscape appear as though covered with a fine crystalline frost or snow-haze. This has now been remedied by the invention of a California artist who has just perfected an apparatus which he calls the "anthrophotoscope"—"for short," probably—and which is thus described in a recent San Francisco paper:

"The apparatus consists of a square box, lighted at the side by a transparency, and having in front a large lens of peculiar construction, adjustable to any focus. The photographs are cut out from cartes de visites, the shape of the figure being followed by the scissors, and they are arranged as the fancy of the possessor may suggest. In the model which we yesterday inspected, a number of these sun pictures are arranged in a frame representing a room, being placed one behind the other, in such various and easy attitudes as such a group would naturally form. The eyes being then applied to the lens the spectator sees before him not a collection of cold and ghastly colorless photographs, but a scene in which each figure stands out in bold relief, warm, lifelike and real. The effect is astounding. The wave of the hair, the sheen of the light upon it, the color of the eyes, hair, beard, face and dress, appear as distinctly as in the living subject. The inventor has taken out a patent already for the apparatus, and believes that it can be manufactured and sold at prices ranging from $10 to $50.

EDUCATION FOR THE CHINESE IN CALIFORNIA.—The *Pacific* newspaper speaks of a school at Sacramento for the Chinese, established by some excellent ladies in the basement of the Methodist Episcopal Church in Sixth street. It has been kept for about a year. The number of Chinese present has varied from twelve to forty. Several of them have made fine proficiency in reading and writing the English language. They are made acquainted by diligent and friendly advice with the Christian sentiment of our churches. We hope the unfriendly and mean resolution passed by the Union party convention in the same church last week will be shown to be not the sentiment of a Christian nation. Within a few weeks Mr. M. C. Lynde has opened a similar school in Oaklands. Some twenty have come in and appear to be eager and quick to learn. Rev. Mr. Loomis came over one Sunday and preached to them, and was earnestly listened to.

Coal Statements.

The following shows the business of the Lehigh Coal and Navigation Company for the week and season ending July 27, 1867:

	Week, Tons.Cwt.	Total, Tons.Cwt.
Summit Mines	13,112 11	153,614 16
Room Run Mines	....	1,313 02
John Laubach & Co.	....	352 18
W. T. Carter & Co.	568 08	3,574 04
Spring Mountain mines	....	664 17
Thomas Hull & Co.	156 10	5,823 06
Honey Brook Coal Company	1,918 19	15,077 07
German Penna. Company	451 15	4,827 06
McNeal Coal and Iron Co.	365 08	2,994 03
Knickerbocker	....	1,848 02
North Mahanoy	....	636 04
Delano	98 00	1,049 18
Walters, Brothers & Co.	....	82 10
Trenton Coal Company	....	184 14
Thomas Coal Company	184 05	1,049 02
Williams & Herring	....	189 00
A. Pardee & Co.	3,143 19	33,301 06
G. B. Markle & Co.	4,705 17	23,724 11
W. S. Halsey & Co.	130 00	2,480 07
Buck Mountain Mines	1,651 19	22,634 02
Sharp, Weiss & Co.	1,141 09	15,874 00
Coxe, Brothers & Co.	284 07	4,893 02
Ebervale Coal Co.	1,307 01	16,853 15
Stout Coal Company	857 01	10,459 15
Harleigh	862 13	7,393 16
Ashburton Coal Co.	99 03	886 09
Highland	857 10	5,440 06
Mount Hall	....	88 10
Upper Lehigh Coal Co.	703 18	5,899 09
Newport Coal Co.	....	3,533 15
Warrior Run	....	2,056 10
Parrish & Thomas	560 16	4,871 15
New Jersey	292 08	3,315 02
Lehigh and Susquehanna	92 12	2,933 05
Germania	452 12	4,474 17
Franklin	464 12	4,478 00
Audenried	248 06	4,021 07
Wilkesbarre	2,571 18	35,160 03
Baltimore	1,056 07	10,846 03
Union	130 02	4,357 19
Wyoming	496 11	5,569 11
Everhard Coal Co.	....	2,432 12
Valley Coal Company	....	189 08
Other Shippers	581 10	5,006 19
Total	36,545 07	434,861 12
Corresponding time last year	40,472 07	462,020 09
Decrease	3,927 00	27,158 17

The following shows the shipments of coal over the Delaware, Lackawanna and Western Railroad for the week ending July 27, compared with the same time last season:

	Week. Tons.Cwt.	Year. Tons.Cwt.
Shipped North	9,268 00	229,918 15
Shipped South	28,430 19	727,514 18
Total	37,698 19	957,431 13
For corresponding time last year:		
Shipped North	9,580 03	234,878 02
Shipped South	23,330 15	592,652 03
Total	32,916 18	827,530 05
Increase		129,901 08

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

SAVANNAH—Steamer Tonawanda, Jennings—100 bales cotton 24 do dry hides 31 do wool 11 bags do 4 bols and 2 bxs wax Boston SS Co; 34 bales cotton 21 do paper stock J E Brown & Co; 3 cs tobacco J Baird; 40 car wheels Bush's Packet; 134 bdls pickets Bacon, Collins & Co; 51 bales cotton 45 do yarn Claghorn, Herring & Co; 34 do cotton Cochran, Russell & Co; 1 lot old iron Cabot & Etting; 1 circular saw H Disston; 47 empty kegs Engle & Wolfe; 1 box mdse Goldsmith & Gans; 1 do Grove & Bro; 17 empty bbls 45 do ½ do R Gray; 15 bales cotton 2 do cotton pickings W Greiner; 140 watermellons Githens & Rexsamer; 1 bx seeds D Landreth; 1 do mdse Lippincott & Co; 87 empty bbls 95 do ½ do Massey, Huston & Co; 11 bales rags 18 do paper stock Miller & Bro; 4 bxs furniture N P RR Co; 27 bales cotton order; 21 do Sloan & Sons; 21 bbls ale 2 empty bbls W D Smith & Co; 1 box mdse Gabriel Shayler; 63 bxs soap Thos Worsley; 4 bales wool A Whilldin & Son; 76 car wheels A Whitney & Son.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

NAME.	FROM	FOR	DATE.
City of Cork	Liverpool	New York	July 13
Baltic	Southampton	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
America	Southampton	New York	July 23
Chicago	Liverpool	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.

Deutschland	New York	Bremen	Aug. 1
Columbia	New York	Havana	Aug. 1
Arizona	New York	Aspinwall	Aug. 1
Tonawanda	Philadelphia	Savannah	Aug. 3
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
Bremen	N York	Bremen	Aug. 8
Corsica	New York	Nas&Havana	Aug. 10
Stars and Stripes	Philada	Havana	Aug. 15
Pioneer	Philadelphia	Wilmingt'n,NC	Aug. 15

BOARD OF TRADE.

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

MARINE BULLETIN.

PORT OF PHILADELPHIA—JULY 31.

SUN RISES, 4 54 | SUN SETS, 7 06 | HIGH WATER, 2 07

ARRIVED YESTERDAY.

Steamer Mars, Grumley, 24 hours from New York, with mdse to W M Baird & Co.
Steamer Ann Eliza, Richards, 24 hours from N York, with mdse to W P Clyde & Co.
Steamer D Utley, Davis, 24 hours from New York, with mdse to W M Baird & Co.
Steamer W C Pierrepont, Shropshire, 24 hours from New York, with mdse to W M Baird & Co.
Schr Ann E Martin, Nickelson, 25 days from New Orleans, in ballast to captain.
Schr Cummins, Whirlew, 6 days from Smithfield, Va. with lumber to Bacon, Collins & Co.
Schr J H Marvel, Quillin, 5 days from James River, with lumber to Bacon, Collins & Co.
Tug Thos Jefferson, Allen, from Baltimore, with a tow of barges to W P Clyde & Co.

CLEARED YESTERDAY.

Steamer Roman, Baker, Boston, H Winsor & Co.
Steamer E N Fairchild, Trout, New York, W M Baird & Co.
Steamer E C Biddle, McCue, N York, W P Clyde&Co.
Steamer R Willing, Cundiff, Baltimore, A Groves, Jr.
Steamer Anthracite, Green, N York, W F Baird & Co.
Bark Ann Elizabeth, Norgrave, St Thomas, Workman & Co.
Bark Chas Gumm, Rogers, Cork via St Marys, do
Schr N E Clark, Clark, East Cambridge, Day, Huddell & Co.
Schr L D Small, Tice, Danversport, do
Schr H Croskey, Potter, Boston, Blakiston, Graeff&Co.
Schr B F Reeves, Armstrong, Ipswich, do
Schr Village Queen, Tillotson, Fall River, Rommel & Hunter.
Schr S L Stevens, Studley, Gloucester, Sinnickson&Co.
Schr Charles Comery, Kuhn, Boston, Borda, Keller & Nutting.
Schr Ida Nicholson, Price, Wilmington, N. C. E V Glover.
Schr W Kallahan, Hunter, Washington, captain.
Tug Thomas Jefferson, Allen, for Baltimore, with a tow of barges, W P Clyde & Co.

Correspondence of the Philadelphia Exchange.

LEWES, DEL., July 29—6 AM.

The bark A McAdam, for Boston; brig L M Merritt, for do, and A D Gilbert, for Turks Island, all from Philadelphia, went to sea yesterday. Brig G T Ward, from do for Turks Island, remains at the Breakwater, waiting for a crew. Brig Mary A Reed, from West Indies, and a bark, supposed the Industry, from Leghorn, passed in the Capes yesterday. A ship is now off the Capes, beating in.

Yours, &c, JOSEPH LAFETRA.

MEMORANDA.

Ship British Queen (Br), Francie, hence for Quebec, was spoken 23d inst. lat 40 18, lon 68 30, with chronometer run down.
Ship Shatemuc, Soule, cleared at Liverpool 15th inst. for Rio Janeiro.
Steamer Pioneer, Bennett, hence at Wilmington, N. C. yesterday.
Steamer Philadelphia, Fultz, hence at Alexandria 28th inst.
Steamer Mercedita, Smith, cleared at New York yesterday for Cherbourg.
Steamer Malta (Br), McMickan, from Liverpool 16th inst. and Queenstown 18th, with 547 passengers, at New York yesterday.
Bark Andes, Dalling, from Portland for this port, at Newport 29th inst.
Bark Brazileira, Wessels, cleared at New York yesterday for Rio Janeiro via Baltimore.
Brig Winifred, Osgood, hence for Matanzas, was spoken 29th inst. at 5 PM, 10 miles N of Chincoteague.
Brig Agnes, Willar, cleared at New York yesterday for Singapore.
Brig R M Haslen, Jones, hence at Boston yesterday.
Bark A W Singleton, Guest, cleared at Liverpool 18th inst. for Bombay.
Brig S V Merrick, Munday, hence for Trinidad, was seen 13th inst. lat 27 06, lon 70 38, standing ESE on a wind.
Brig Gen Banks, Ketchum, sailed from Providence 27th inst. for this port.
Brig Torrent, Gould, sailed from Machiasport 20th inst. for South America.
Brig Charles Wesley, Colson, cleared at Boston 29th inst. for this port.
Brig Potomac, Snow, sailed from Fall River 27th inst. for this port.
Brig Nazarine, Murphy, hence at St John, NB. 16th instant.
Brig Æolus, Seabrook, hence, sailed from Queenstown 13th inst. for Antwerp.
Schrs Ophir, Norwood, and D Babcock, Colcord, hence at Portland 28th inst.
Schr M & E Henderson, Price, hence at Boston 29th instant.
Schrs Naiad Queen, Chase, and J Goodspeed, sailed from Fall River 27th inst. for this port.
Schr J B Cunningham, sailed from New London 27th inst. for this port.
Schrs Transit, Rackett, and F Nickerson, Kelley, hence at Salem 27th inst.
Schrs Sarah Helen, and Foam, sailed from Salem 27th inst. for this port.
Schr L P Pharo, Collins, cleared at New York yesterday for Galveston.
Schr Edwin, Tuttle, hence at Alexandria 28th inst.
Schr Helen Mar, cleared at New York yesterday for Wilmington, Del.
Schr Paul & Thompson, Godfrey, hence at Salem 26th instant.
Schr J W Webster, McVey, at Carthagena 13th inst. from Savannah.
Schr E M Hamilton, Smith, hence for Portsmouth, NH, which put into New Bedford 2d inst. after a collision, having repaired damages, proceeded 29th.

MARINE MISCELLANY.

Schr Belle, Howes, hence with a cargo of coal, arrived below Lynn 24th inst. and anchored in the channel to await the tide so as to get up to the wharf. During the night she drifted upon the edge of the flats and heeled over, starting some timbers and letting in the water. The captain and crew spent the remainder of the night on the top of the house, and in the morning were taken off. The cargo is to be discharged into lighters, and hopes are entertained that the vessel may be raised and got off. The Belle was a good vessel, built in 1859, and was owned one-half by Capt Howes (who has insurance in Barnstable for $2000), and the other half by various parties.

Schr L R Ogden, Frambes, from Port Johnson, laden with 177½ tons of coal, struck Little Mill Rock, Hell Gate, 2 PM 25th inst and sunk in fifteen minutes in water 70 feet deep. All hands saved. No insurance on vessel or cargo. She sailed from Camden, NJ, and was owned by the captain and others.

FRENCH MEDICINES

PREPARED BY

GRIMAULT & CO.,

Chemists to H. I. H. Prince Napoleon, Paris.

These different medicines represent the most recent medical discoveries, founded on the principles of Chemistry and therapeutics. They must not be confounded with secret or quack medicines, as their names sufficiently indicate their composition: a circumstance which has caused them to be appreciated and prescribed by the faculty in the whole world. They widely differ from those numerous medicines advertised in the public papers as able to cure every possible disease, as they are applicable but to a few complaints. The most stringent laws exist in France, with regard to the sale of medical preparations, and only those which have undergone an examination by the *Academy of Medicine*, and have been proved efficacious, either in the Hospitals, or in the practice of the first medical men, are authorized by the Government. This fact must be a guarantee for the excellency of Mess. GRIMAULT'S ET CO. medicines.

DOCTOR LERAS'

(Doctor of Medicine)

LIQUID PHOSPHATE OF IRON.

The newest and most esteemed medicine in cases of CHLOROSIS, PAINS IN THE STOMACH, DIFFICULT DIGESTION, DISMENORRHEA, ANIMEA, GENERAL DEBILITY AND POORNESS OF BLOOD. It is particularly recommended to regulate the functions of nature, and to all ladies of delicate constitution, as well as to persons suffering under every kind of debility whatsoever. It is the preservative of health *par excellence*, in all warm and relaxing climates.

NO MORE COD-LIVER OIL.

Grimault's Syrup of Iodized Horse-Radish.

This medicine has been administered with the utmost success in the Hospitals of Paris. It is a perfect substitute for Cod Liver Oil, and has been found most beneficial in diseases of the Chest, Scrofula, Lymphatic Disorders, Green Sickness, Muscular Atony and Loss of Appetite. It regenerates the constitution in purifying the blood, it being the most powerful depurative known. It has also been applied with happy results in diseases of the skin. Further, it will be found to be of great benefit to young children subject to humors and obstruction of the glands.

CONSUMPTION CURED!

GRIMAULT'S SYRUP OF HYPOPHOSPHITE OF LIME.

This new medicine is considered to be a sovereign remedy in cases of Consumption and other diseases of the Lungs. It promptly removes all the most serious symptoms. The cough is relieved, night perspirations cease, and the patient is rapidly restored to health. N. B.—Be sure to see the signature of GRIMAULT & CO. is affixed to the bottle as this syrup is liable to imitations.

No more difficult or painful digestion!

DR. BURIN DU BUISSON'S

(Laureate of the Paris Imperial Academy of Medicine)

DIGESTIVE LOZENGES.

This delicious preparation is always prescribed by the most reputed medical men in France, in cases of derangements of the digestive functions, such as GASTRITIS, GASTRALGIA, long and laborious digestion, wind in the stomach and bowels, emaciation, jaundice, and complaint of the liver and loins.

NERVOUS HEAD ACHES, NEURALGIA, DIARRHEA, DYSENTERY, INSTANTANEOUSLY CURED BY

GRIMAULT'S GUARANA.

This vegetable substance, which grows in the Brazils, has been employed since time immemorial to cure inflammation of the bowels. It has proved of late to be of the greatest service in cases of Cholera, as it is a preventive and a cure in cases of Diarrhea.

GENERAL DEPOT:

IN PARIS, at GRIMAULT & CO.'S, 45 rue Richelieu.

AGENTS IN PHILADELPHIA:

FRENCH, RICHARDS & CO.,

14, 16, 18 and 20 South Tenth St.

je29-s-3m§

SPECIAL NOTICES.

OFFICE OF THE HAZLETON RAILROAD Company, No. 303 Walnut street. PHILADELPHIA, July 18, 1867.
At a meeting of the Board of Directors of the Hazleton Railroad Company, held this day, it was *Resolved*, That a dividend of Three Per Cent, equal to one dollar and a half a share, free from State and United States taxes, is hereby declared payable on and after the Fifth day of August next. The Transfer Books of the Company will be closed until August 12th.
CHAS. C. LONGSTRETH, Treasurer.
jy19 14t§

JULY 23d, 1867.—THE INTEREST IN GOLD on the First Mortgage Bonds of the Union Pacific Railway Company, Eastern Division, due August 1, 1867, will be paid on presentation of the coupons therefor, at the Banking House of
DABNEY MORGAN & CO., 53 Exchange Place, New York.
On and after that date.
(Signed) W. J. PALMER, Treasurer.
jy24 w f m10t§

OFFICE OF THE WARREN AND FRANKLIN Railway Company, No. 265½ Walnut street—Philadelphia, July 30, 1867.
The coupons of the Warren and Franklin Railway due August 1st, 1867, will be paid on presentation at the office of Jay Cooke & Co.
H. P. RUTTER, Treasurer.
jy30 5t*

BATCHELOR'S HAIR DYE.—THIS SPLENDID Hair Dye is the best in the world. The only *true* and *Perfect Dye*—Harmless, Reliable, Instantaneous. No disappointment. No ridiculous tints. Natural Black or Brown. Remedies the ill effects of *Bad Dyes*. Invigorates the hair, leaving it soft and beautiful. The genuine is signed WILLIAM A. BATCHELOR. All others are imitations, and should be avoided. Sold by all Druggists and Perfumers. Factory 81 Barclay street, New York.
BEWARE OF A COUNTERFEIT. dc27 m w f y

THE INDUSTRIAL HOME, CORNER OF Broad street and Columbia avenue, is open for the admission of Girls from twelve to eighteen years of age, who are neglected or deserted by their parents, and who need the shelter and instruction of a Christian home. If the public will sustain this institution, many girls may be kept from evil, and made respectable and useful women. Contributions may be sent to JAMES T. SHINN, Treasurer, Broad and Spruce streets. no23-rptf

DIVIDEND NOTICES.

PHILADELPHIA AND READING RAILROAD COMPANY, Philadelphia, June 26th, 1867.
DIVIDEND NOTICE.
The Transfer Books of this Company will be closed on SATURDAY, the 6th of July next, and be re-opened on TUESDAY, July 16th, 1867.
A Dividend of Five Per Cent. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash, on and after the 15th of July next, to the holders thereof as they stand registered on the books of the Company on the 6th of July next. All payable at this office.
All orders for dividends must be witnessed and stamped.
S. BRADFORD, Treasurer.
je27-tau15§

OFFICE OF THE MORRIS CANAL AND Banking Co., Jersey City, July 25th, 1867.
The Board of Directors have this day declared a semi-annual dividend of Five Per Cent. upon the amount of the Preferred Stock, payable on the first TUESDAY (the 6th) of August next, at this office, and to stockholders resident and near Philadelphia at the Banking House of E. W. CLARK & CO., in that city.
The Transfer Books will be closed from this date until the 6th day of August, inclusive.
JOHN RODGERS, Secretary.
jy26tau7§

DIVIDEND NOTICE.—DELAWARE AND RARITAN CANAL AND CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANIES.
On and after August 1st, 1867, at their offices in New York and Philadelphia, there will be payable to the Stockholders of the above companies, on the books July 1st, 1867, a Dividend of Five Per Cent. on the full stock and in proportion on the part paid stock, clear of United States tax.
RICHARD STOCKTON, Treasurer.
jy25tau1§

DIVIDEND NOTICE.—OCEAN OIL COMPANY.—A monthly dividend of One-and a-half Per Cent., and an extra dividend of Five Cents, being twenty cents per share, has been declared, payable on and after August 1st, clear of taxes. Books close July 26th, at 3 P. M., open August 2d.
PHILADELPHIA, July 23, 1867.
DAVID BOYD, JR., Treasurer.
jy23 25 27 29 31au1

DIVIDEND NOTICE.—PHILADELPHIA AND TRENTON RAILROAD COMPANY.
PHILADELPHIA, July 23, 1867.
A Dividend of Five Per Cent. has been declared, clear of taxes, from the profits of the Company for the six months ending June 30, 1867, payable on and after August 1, prox., to the Stockholders of the Company of July 1 inst.
J. PARKER NORRIS, Treasurer.
jy24-t au1§

NEW PUBLICATIONS.

GOOD BOOKS FOR SUMMER READING!

The Monk, by Lewis	50	Admiral's Daughter	50
Diary of a Physician	50	The Emigrant Squire	50
Ella Stratford	50	The Orphan Sisters	50
Josephine	50	Greatest Plague of Life	50
Robert Oaklands	50	The Two Lovers	50
Abednego, Money Lender	50	Fortune Hunter	50
Female Life in New York	50	Clifford & the Actress	50
Agnes Grey	50	Train's Union Speeches	50
Bell Brandon	50	Romish Confessional	50
Beautiful French Girl	50	Alieford	50
Moreton Hall	50	Victims of Amusements	50
Jenny Ambrose	50	Violet	50
Life of Gen. McClellan	50	Montague, or Almacks	50
Exposition of the Knights of the Golden Circle			50
The Orphans and Caleb Field. By Mrs. Oliphant			50
Ryan's Mysteries of Love, Courtship and Marriage			50
Trial, Life and Execution of Anton Probst			50
Ladies' and Gentlemen's Science of Etiquette. By Count D'Orsay and Countess De Calabrella			50
Lardner's One Thousand Ten Things Worth Knowing			50
Trial of the Assassins and Conspirators for the murder of President Lincoln. Cloth $1 50, or in paper 50 cents.			

All books published are for sale by us the moment they are issued from the press, at Publishers' prices. Call in person, or send for whatever books you want, to
T. B. PETERSON & BROTHERS, 306 Chestnut street, Philadelphia, Pa.

BARGAINS IN BOOKS. BARGAINS IN BOOKS. We are closing out at retail a large surplus stock of some Two Dollar books at Fifty cents each, and lots of other books at Half Price, by some of the best authors. Call and get a lot of them before they are all sold. jy30-2t
Postage extra. No Catalogue of these Books.

JUST READY—BINGHAM'S LATIN GRAMMAR.—New Edition.—A Grammar of the Latin Language, for the use of Schools. With exercises and vocabularies. By William Bingham, A. M., Superintendent of the Bingham School.
The Publishers take pleasure in announcing to Teachers and friends of Education generally, that the new edition of the above work is now ready, and they invite a careful examination of the same, and a comparison with other works on the same subject. Copies will be furnished to Teachers and Superintendents of Schools for this purpose at low rates.
Price $1 50.
Published by E. H. BUTLER & CO., 137 South Fourth street, Philadelphia.
And for sale by booksellers generally.

ALL THE NEW BOOKS. BOOKS IN EVERY DEPARTMENT OF LITERATURE. JAMES S. CLAXTON, Successor to Wm. S. & A. Martien, 1214 Chestnut street.
WOOL GATHERING. By Gail Hamilton.
AN ARCTIC BOAT JOURNEY. By Isaac I. Hayes, M. D.
A STORY OF DOOM and OTHER POEMS. By Jean Ingelow.
JEAN INGELOW'S POEMS: Complete in Two Vols.

MACHINERY, IRON, &C.

T. VAUGHAN MERRICK, WM. H. MERRICK, JOHN E. COPE.
SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS, PHILADELPHIA.
MERRICK & SONS, ENGINEERS AND MACHINISTS,
Manufacture High and Low Pressure Steam Engines, for Land, River and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, &c.
Castings of all kinds, either iron or brass.
Iron Frame Roofs for Gas Works, Workshops and Railroad Stations, &c.
Retorts and Gas Machinery, of the latest and most improved construction.
Every description of Plantation Machinery; and Sugar, Saw and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, &c.
Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine.

GAS FIXTURES.—MISKEY, MERRILL & THACKARA, No. 718 Chestnut street, manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandeliers, Pendants, Brackets, &c. They also introduce gas pipes into dwellings and public buildings, and attend to extending, altering and repairing gas pipes. All work warranted.

P. F. W. B. THE PET OF THE HOUSEHOLD. P. F. W. B. PARIS'S PATENT WINDOW BOWER, Every housekeeper should have them to their shutters. They are hung, and no screwing or bolting required. Price Twenty-five cents per pair, sold everywhere and wholesale and retail by E. P. PARIS, 27 South Third street. jy16-1m§

COPPER AND YELLOW METAL SHEATHING, Brazier's Copper, Nails, Bolts and Ingot Copper, constantly on hand and for sale by HENRY WINSOR & CO., No. 332 South Wharves.

NUMBER ONE SCOTCH PIG IRON—GLENGARNOCK brand, in store and for sale in lots to suit, by PETER WRIGHT & SONS, 115 Walnut street. jy7-tf

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§

LADIES' TRIMMINGS.

GRAND OPENING THIS DAY, OF THE VERY choicest and recherche Paris Fashions, in TRIMMED PAPER PATTERNS.
Just received.
MRS. M. A. BINDER, No. 1031 CHESTNUT Street, Philadelphia, Importer of
LADIES' DRESS AND CLOAK TRIMMINGS. Amber, Pearl, Crystal, Jet and Silk Drop and Flat Trimmings, Studs and Beads in all colors, Ornaments, Buttons, Guipure and Cluny Laces, Cords, Tassels, Fringes, Velvet and Mantua Ribbons, French Corsets, Belting, and Trimmings generally.
PARISIAN DRESS AND CLOAK MAKING, In all its varieties. se18-1y

CLOTHS, CASSIMERES, &C.

JAMES & LEE ARE NOW CLOSING OUT, AT greatly reduced prices, their large and well-assorted Summer stock of Goods, comprising in part
COATING GOODS.
Super Black French Cloths.
Super Colored French Cloths.
Black and Colored Habit Cloths.
Black and Colored Cashmerette.
Super Silk-mixed Coatings.
Blackand Colored Tricot Coatings.
Tweeds, all shades and qualities.
PANTALOON STUFFS.
Black French Doeskins.
Black French Cassimeres.
New styles Single Milled Cassimeres.
Striped and Mixed do.
Mixed Doeskins, all shades.
Striped and Fancy Linen Drills.
Plain and Fancy White Drills.
Canvass Drillings, of every variety.
White Velvet Cord.
With a large assortment of Goods for Boys' wear, to which we invite the attention of our friends and others.
JAMES & LEE, No. 11 North Second street, Sign of the Golden Lamb.

BUSINESS CARDS.

HENRY C. LANCASTER, Commission Merchant, Spruce and Delaware Avenue, established in 1828. Flour, Corn, Oats and Mill Feed, sold wholesale and retail, at lowest market rates, and delivered to all parts of the city. sep7-1y

JAMES A. WRIGHT, THORNTON PIKE, CLEMENT A. GRISCOM, THEODORE WRIGHT, FRANK L. NEALL.
PETER WRIGHT & SONS, Importers of Earthenware and Shipping and Commission Merchants, No. 115 Walnut street, Philadelphia.

COTTON AND LINEN SAIL DUCK OF EVERY width from one to six feet wide, all numbers. Tent and Awning Duck, Papermakers' felting, Sail Twine, &c. JOHN W. EVERMAN & CO., No. 102 Jones's Alley.

PRIVY WELLS.—OWNERS OF PROPERTY—THE only place to get Privy Wells Cleansed and Disinfected, at very low prices. A. PEYSSON, Manufacturer of Poudrette. Goldsmith's Hall, Library street.

WHITE CASTILE SOAP.—100 BOXES GENUINE White Castile Soap, landing from Brig Pennsylvania from Genoa, and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

AGRICULTURAL.

TURNIP SEED! TURNIP SEED!! NEW CROP. By mail, at 10 cents per oz., 75 cents per lb. Grown on our Seed Farm from selected stock, and warranted.
Send for price list, gratis.
STEPHEN G. COLLINS, W. CHAS. ALDERSON, ROBERT DOWNS, } COLLINS, ALDERSON & CO., Seed Warehouse, 1111 & 1113 MARKET Street, Phila., P.
je22-s,w,tho15

COPARTNERSHIPS

NOTICE IS HEREBY GIVEN THAT THE PARTnership between AARON BURROUGH and ALFRED HAINES, of the city of Philadelphia, under the name of HAINES & BURROUGH, is this day dissolved.
AARON BURROUGH.
Dated July 27, 1867. jy29 6t*

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, 3 and 5 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 Gelatin, &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 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, Oils of Lavender, Origanum, Orange, etc., etc. ROBERT SHOEMAKER & CO., N. E. cor. Fourth and Race sts., Philada. de29-tf

TRAVELERS' GUIDE.

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 your goods "via O. and A. R. R." and deliver to BROAD and CHERRY Streets.
For information relative to Tickets or Freight, apply
JAS. C. WILSON, GENERAL AGENT, 625 Chestnut street.
jel 3m§

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 6 P. M., via Camden and Amboy, 1st class, Accom. and Emigrant, 2d class,	2 25 / 1 50

At 8 A. M., 2, 6 and 6 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, 2, 4, 5, 6 and 11.30 P. M. for Edgewater, Riverside, Riverton and Palmyra.
At 5 and 10 A. M., 1, 4, 5, 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 Line — $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 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 7.30 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 4.00 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 10th, 1867. WM. H. GATZMER, Agent.

FOR CAPE MAY BY RAILROAD. From Foot of Market Street (Upper Ferry),
COMMENCING SATURDAY, JULY 13, 1867.
9.00 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. 6.35 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, 5¼, 6, 6½, 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, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and 3½ and 5½ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia—9.15 minutes A. M.; 2, 7 and 10½ P. M.
Leave Germantown—8.15 A. M.; 1, 6 and 9¼ P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia—6, 8, 10, 12 A. M.; 2, 3½, 5¼, 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, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5½, 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, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5½, 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 6.50 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 trains 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.

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	1.15 A. M.
Philadelphia Express	7.10 "
Erie Mail	7.10 "
Paoli Accom. No. 1	8.20 "
Parkesburg Train	9.20 "
Lancaster Train	12.40 P. M.
Fast Line and Erie Express	1.00 "
Paoli Accom. No. 2	4.10 "
Day Express	5.50 "
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.

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 — 10.00 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 Express 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 Irvincton at 6.40 A. M., and Oil City at 8.50 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, General Superintendent.
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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 at the 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.

RARITAN AND DELAWARE BAY Railroad.—Resumption of Summer Travel to NEW YORK and LONG BRANCH.
FARE TO NEW YORK, $3 00.
FARE TO LONG BRANCH, $3 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 only, at 4.15 P. M. for Long Branch. Returning, leaves 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 9.30 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.
W. S. SNEEDEN & CO., Lessees.
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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. cor. 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.
ELLIS CLARK, 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, Superintendent.
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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 on 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 ACCOMMODATIONS.—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.
This 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 ACCOMMODATION.—Leaves Pottstown at 6.25 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 8.10 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.—Leaves New York at 9 A. M., 5.00 and 8.00 P. M., passing Reading at 1, A. M., 1.50 and 10.05 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 8.40 A. M., 9.30 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 3.20 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 Accomodation 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 Mahoney 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 accommod'n 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 6.05 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. E. IDE, Master Transportation. my1 tf§

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 SAXON from Phila. on Saturday, August 3, at 8 P. 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., my31 338 South Delaware avenue.

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, Captain 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 (812 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

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.

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 STARS AND STRIPES, Holmes, master will sail for Havana on Tuesday morning, August 13, at 8 o'clock.
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.—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-tdel5

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. jy23tf

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 SAXON, FROM BOSTON.—Consignees of merchandise per above steamer will please send for their goods, now landing at Pine street wharf.
jy31-3t HENRY WINSOR & CO.

JAS. S. SHINDLER, successor to JOHN SHINDLER & SONS, Sail Makers, No. 200 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, my27-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 $335,000.

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	18,000 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 25; Cash in Drawer 447 34	41,549 59
		$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 Insurances. 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 Dallet, 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 Preside
W. I. BLANCHARD, Secretary.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
Capital and Assets, $16,271,676.
Invested in United States, $1,800,000
ALL LOSSES PROMPTLY ADJUSTED WITHOUT REFERENCE TO ENGLAND.
ATWOOD SMITH, General Agent for Pennsylvania.
OFFICE, No. 6 Merchants' Exchange, PHILADELPHIA.
mh14-th s tu-6m

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 Mortgages	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	7,855 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 — 5,990 00
Cash in banks — 44,552 58
Total — $1,085,083 29
TRUSTEES.
Wm. H. Hamilton, John Souder, Peter A. Keyser, John Philbin, 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 M. Stone, Edwin L. Reakirt, Robert V. Massey, Jr., Mark Devine.
CHARLES J. SUTTER, President.
BENJAMIN F. HOECKLEY, Secretary and Treasurer.

PHENIX 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. Lehman, 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, James R. Campbell, Edmund G. Dutilh, Charles W. Poultney, Israel Morris, John P. Wetherill.
THOMAS R. MARIS, President.
ALBERT C. L. CRAWFORD, Secretary.

MUNICIPAL CLAIMS.

MUNICIPAL CLAIMS.—SHERIFF'S OFFICE, PHILADELPHIA, July 20, 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 two-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 southerly side of Putnam street; containing in front or breadth on the said Hope street sixteen feet two inches, and in length or depth eastwardly of that width between lines parallel to said Putnam street forty-nine feet, be the same more or less. jy23-m,w-4t

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of SAMUEL DETWEILER, dec'd.—The Auditor appointed by the Court to audit, settle and adjust the account of MARY H. WOOD, Executrix of the last Will and Testament of SAMUEL DETWEILER, late of Chestnut Hill, in the city of Philadelphia, dec'd., and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on the Fifteenth day of August, A. D., 1867, at 3 o'clock, P. M., at his office, No. 507 Race street, in the city of Philadelphia.
jy26-f,m,w-5t* JOS. ABRAMS, Auditor.

ESTATE OF MARTHA MIFFLIN DECEASED.—Letters testamentary upon the estate of MARTHA MIFFLIN, deceased, having been granted to the undersigned, all persons indebted to said Estate are requested to make payment, and those having claims against the same to present them without delay, to
J. SERGEANT PRICE, Executor, je26-w, § No. 813 Arch street, Philada.

LETTERS TESTAMENTARY UPON THE ESTATE of MARTHA BROWN, dec'd, having been granted to the undersigned, all persons indebted to the said estate will make payment, and those having claims will present them to LEWIS T. BROWN, Executor, jy24-w6t* No. 526 Marshall street.

ESTATE OF JOHN L. GODDARD, DECEASED.—Letters testamentary upon the estate of JOHN L. GODDARD, deceased, having been granted to the undersigned, all persons indebted to said estate are requested to make payment, and those having claims are requested to present them without delay to
HENRY M. DECHERT, Executor, jy24-w,6t* No. 209 South Fifth street.

MASONIC MARKS.

MARTIN LEANS, NO. 402 CHESTNUT STREET.
First Premium awarded by Franklin Institute to MARTIN LEANS, Manufacturer of MASONIC MARKS, PINS, EMBLEMS, &c., &c.
New and original designs of Masonic Marks, Templars' Medals, Army Medals and Corps Badges of every description. fe13w.th.f.s.6m§

LOST AND FOUND.

LOST.—CERTIFICATES No. 447 B. FOR 50 SHARES, and No. 68 C. for 100 shares of Philadelphia and Gray's Ferry Passenger Railway Stock, both in my name, have been lost or mislaid. All persons are hereby cautioned against negotiating said Certificates as application has been made for their renewal. S. GROSS FRY, jy18-s,w8t* 2101 Green street.