COSTUME AND ITS MORALS.

A Savage Attack on Present Fashions.

The London Saturday *Review*, which never does things by halves, has come out with a terrible phillipic against the prevailing fashions in female costume. We quote a few paragraphs:

It can hardly be denied that at the present moment it offends grieviously in three particulars: It is indequate for decency; it lacks that truthfulness which is, and should be, the base of all that is attractive and beautiful, and in its symbolism it is in the highest degree objectionable, for it not only aims at what is positively hateful and meretricious, so that it is difficult now for even the practiced eye to distinguish the high-born maiden or matron of Belgravia from the An... who haunt the drive and fill our streets.

This indictment is, it may be said, a severe one: but if we examine, so far as male critics may venture to do, the costume of a fashionable woman of the day, it can hardly be said to be unjust. The apparent object of modern female dress is to assimilate its wearers as nearly as possible in appearance to women of a certain class—the class to which it was formerly hardly practicable to allude, and yet be intelligible to young ladies; but all that is changed, and the habits and customs of the women of the *demi-monde* are now studied as if they were indeed curious, but exceptionally admirable also, and thus a study unseemly and unprofitable has begotten a spirit of imitation which has achieved a degrading success. "Our modest matrons meet," not "to stare the strumpet down," but to compare notes, to get hints and to engage in a kind of friendly rivalry—in short, to pay that homage to vice, and in a very direct way, too, which vice is said formerly to have paid to virtue. Paint and powder are, of course, the first requisites for the end in view, and these adjuncts have to be laid on with such skill as the *débutante* or her toilette-maid possesses, which is sometimes so small as to leave their handiwork disgustingly coarse and apparent. There are pearl-powder, violet-powder, rouge, bistre for the eyelids, bella donna for the eyes, white lead and black lead, yellow dye and mineral acids for the hair—all tending to the utter destruction of both hair and skin. The effect of this "diaphanous" complexion and "aurified" hair (we borrow the expressions) in a person intended by nature to be dark, or swarthy, is most comical: sometimes the white lead is used so unsparingly that it has quite a blue tint, which glistens till the face looks more like a death's head annointed with phosphorous and oil for theatrical purposes than the head of a Christian gentlewoman. It may be interesting to know, and we have the information from high, because *soi-disant* fashionable authority, that the reign of golden locks and blue-white visages is drawing to a close, and that it is to be followed by bronze complexion and blue-black hair—*à l'Africaine* we presume. When fashionable Madame has, to her own satisfaction, painted and varnished her face, she then proceeds, like Jezabel, to tire her head, and, whether she has much hair or little, she fixes on to the back of it a huge nest of coarse hair generally well baked, in order to free it from the parasites with which it abounded when it first adorned the person of some Russian or North German peasant girl. Of course this gives an unnaturally large and heavy appearance to the cerebellar region; but nature is not exactly what is aimed at, still less refinement. If this style be not approved of, there is yet another fashion—namely, to cut the hair short in a crop, *creper* it, curl it, frizzle it, bleach it, burn it, and otherwise torture it until it has about as much life in it as last year's hay; and then to shampoo it, rumple it, and tousle it, until the effect is to produce the aspect of a mad woman in one of her worst fits. This method, less troublesome and costly than the other, may be considered even more striking, so that it is largely adopted by a number of persons who are rather disreputable and poor. As it is well known, not all of the assinine tribe wear asses' ears, nevertheless some of these votaries of dress find their ears too long, or too large, or ill placed, or, what comes to the same thing, inconveniently placed, but a prettier or better shaped pair are easily purchased, admirably molded in gutta percha, or some other plastic material; they are delicately colored, fitted up with earrings and a spring apparatus, and they are then adjusted on to the head, the despised natural ears being, of course, carefully hidden from view.

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But it is in evening costume that our women have reached the minimum of dress and the maximum of brass. We remember a venerable old lady whose ideas of decorum were such that in her speech all above the foot was ... chin was chest; but now the female bosom is less the subject of a revelation than the feature of an exposition, and charms that were once reserved are now made the common property of every looker on. A costume which has been described as consisting of a smock, a waistband, and a frill seems to exceed the bounds of honest liberality, and resemble most perhaps the attire mentioned by Rabelais, "Nothing before and nothing behind, with leaves of the same."

Not very long ago two gentlemen were standing together at the opera. "Did you ever see anything like that!" inquired one, with a significant glance, directing the eyes of his companion to the uncovered bust of a lady immediately below. "Not since I was weaned," was the suggestive reply. We are not aware whether the speaker was consciously or unconsciously reproducing a well-known archiepiscopal *mot*. Though our neighbors are not strait-laced, so far as bathing costume is concerned, they are less tolerant of the nude than we are in this highly favored land. There was lately a story in one of the papers that at a certain ball a lady was requested to leave the room because a chain of wrought gold suspended from shoulder to shoulder, was the sole protection which it seemed to her well to wear on her bosom. To have made the toilet correspond throughout, the dress should have consisted of a crinoline skirt; which, though not so ornamental, would have been not less admirable and more effective. Of course there are women to whom nature has been niggardly in the matter of roundness of form, but even these need not despair; if they cannot show their own busts, they can show something nearly as good.

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It may be said that in all this we are ungenerous and ungrateful, and that in discussing the costume of women we are touching on a question which pertains to women more than men. But is that so? Are we not by thus exposing what is false, filthy and meretricious, seeking to lead what was once dignified by the name of "the fair sex" from a course alike unbecoming and undignified to one more worthy of the sex and its attributes? Most men like to please women, and most women like to please men. For, as has been well said, "*Pour plaire aux femmes il faut être considéré des hommes, et pour être considéré des hommes il faut savoir plaire aux femmes.*" We have a right to suppose that women do not adopt a fashion or a costume unless they suppose that it will add to their attractions in general, and possibly also please men in particular. This being so, it may be well to observe that these fashions do not please or attract men, for we know they are but the inventions of some vulgar, selfish *perruquier* or *modiste*. We may add that if we want to study the nude we can do so in the sculpture galleries, or among the Tableaux Vivants, at our case; and that for well-bred or well-educated and well-born women, or even for only fashionable and fast women, to approximate in their manners, habits and dress to the members of the *demi-monde* is a mistake, and a grievous one, if they wish to be really good and adequately appreciated by men whose good opinion, if not more, they would desire to possess.

Among the Mormons.

[Correspondence of the Boston Traveller.]

GREAT SALT LAKE CITY, May 9, 1867.—The tourist, when approaching the city of the "Saints" for the first time, having traveled the hundreds of miles of wilderness which surround it, cannot but be favorably impressed. It is literally an oasis, combining the comforts of civilization with natural fertility and beauty. Coming in from the east and descending the mountains through a ravine, we emerge into a vast basin, with high mountains which seem completely to surround it. Here is the Great Salt Lake, its water completely saturated with salt, its shores bounded by a white line of the crystallized substance. Bear and Jordan rivers are continually pouring in fresh water, there is no outlet to the lake, and yet no rise of the waters. A few years since this basin was a wilderness untrod by white men, and so far from the nearest points of civilization, and so difficult of access, that its settlement appeared only the possible work of another century. Mormonism has done the work, and the city now offers rest and luxury to its guests. To-day the peach and apple trees are in full bloom. The gardens afford all kinds of early vegetables for the table.

The streets are neat, the public buildings a credit to the taste and wealth of the builders, the (Gentile) citizens hospitable and genial, and "every prospect pleases and only man is vile." Brigham Young has done here a great work, and done it to satisfy his avarice, ambition and sensual appetite. He is the leader, the very mainspring of Mormonism, without whose agency the whole machinery would stop, and Mormonism in all its details die out. The secret of his success lies in his shrewdness and cunning. He divides a portion of his privileges and power with the smart but mostly illiterate and unscrupulous persons who support and aid him, while the weak-minded dupes who worship him as the great "I am" of their religion, are drawn from the lowest of the human race, and the whole civilized world is visited for proselytes.

The question is often asked: "Why do these poor Mormons continue to suffer the taxation and degradation imposed on them by their leaders?" The question suggests another, "Why do the Gentile merchants, bankers and tourists coming here with plenty of means to be independent, so cater to Mormon habits, and indirectly, at least, pay homage to Brigham Young?" Because he holds the key to every individual man's interest. The rich business man needs his patronage and protection, while the poor cannot cope alone against his absolute power. The few intelligent Mormons are given offices of trust and profit, to keep them faithful by the perquisites which pay a large percentage over the tithings required of them; and by the interested submission of this minority the masses are ground down and kept poor, ignorant and faithful, only because free thought and free speech would be certain ruin and starvation.

Brigham Young wields to-day a power second to no man on the continent. He can commit more crimes and go unpunished; can talk treason, and act it too; he can cause murder, and violate every law of decency, and no man can, or will call him to account. The influences he has brought to bear on his followers have made them his obedient slaves; ready at his bidding to fight or die in his defence; and his money is an influence potent in Washington to secure immunity from any very close investigation of his affairs. His money removed Gen. Connor from Camp Douglass, and spiked the cannon whose open mouths looked so frowningly upon his harem. His money silences the judges, and buys the courts of Utah, and gives his lawless and unbridled will full exemption from penalty.

In one of my rides around the city, I called to the carriage an apple pedler, and by a liberal purchase felt warranted in asking questions. He answered that "he was an Englishman lately come to Deseret, was formerly an Episcopalian, was converted to Mormonism by promises of a high place in this western paradise; spent all his money in getting here, did not find things as he expected, his wife was not happy or satisfied, and as for Mormonism, they told me it was the only true religion; alas, I don't know, I don't know!" He said this with tears in his eyes, and a faltering voice, and looking uneasily around him to see that no Mormon leader was watching him. I advised him to go back to his old faith, and if possible the land of his birth.

I asked one of the leading and wealthy Gentiles how he got along with the Mormons? "First rate," said he; "why, I often call on Brigham Young, and he on me. He is very much of a gentleman. I don't believe in Mormonism, to be sure, but then I have nothing to do with their religion."

I asked a Jewish merchant how he got along with the Mormons. "Very well, indeed," he replied, "they are very peaceable people, if you let them alone. Why, Brigham gave to my people a building for worship, and even fitted it up so as to accommodate our peculiar rites. He also gave us a lot of land for a Jewish cemetery."

Two days after I asked each of these persons why they spoke so well of Mormonism. Both answered that it was only on account of their interest; that Mormonism was a most disgusting outrage on society, and if the Gentiles were only strong enough to oppose them, they would speedily wash their hands from the polluting contact.

I asked General Connor to-day what was his estimate of Brigham's worth. "Not enough by millions to buy me, d— him," was the reply; and he told me many things happening under his own observation, of the corrupt and degrading system. General Connor is honest in speech and action, and he walks these streets in peril of his life; but he is watchful as well as brave, and will go where his business calls him, even if the "destroying angels" of Mormonism dog his path.

I did not visit Brigham for several reasons. He was not at home, and if he had been would not have invited me. I had no business with him, as I was not about to write a book, and had no occasion for Mormon patronage. If I had, I should have flattered his "well enoughs," and spoke very kindly of him, and, like Dixon, have had a "soft thing of it."

My views of Mormonism have been in the street, in the houses of private Mormons, in the theatre and in churches, and these views have led me to the following conclusions: The street shows many of the plural wives of Mormons ready for unlicensed intercourse with the Gentiles. They talk freely of their position, and consider themselves only as slaves, kept for no reason but to gratify the appetite of their worse masters, and see no lower degradation in extending their questionable hospitalities. In the houses of the Mormons I have had frequent conversations with the wives, and have never seen one who liked to share her husband with her sisters, but was an unwarranted innovation on their original religion, and a crime against the laws of God and man.

I never saw a Mormon wife cheerful and happy. I never saw one whose countenance showed anything better than resignation, often *misery*.

I never saw one whose general appearance was that of self-respect or a consciousness of the appreciation of others.

In the theatre only have I seen anything to tolerate in their institutions. It is the only bright spot in Mormonism. Brigham looks out for the amusement of his people, and at the same time derives a good income for his own pocket. He has so graded the prices that the poorest can have a seat; and in the plays and excellent scenery, they can find an hour's forgetfulness from their misery.

The churches are a farce, without piety or religion. The miserable tirades of the President and Elders are too obscene for copy.

Mormonism is a foul blot in morals, a miserable humbug in religion, a successful scheme in ambition, a dangerous, though thus far fortunate, speculation for concentrated wealth, and a shame to a free and independent government.

Tippling in England.

[From the Pall Mall Gazette, July 10.]

The *Lancet* has raised its voice, certainly none too soon, against the increasing indulgence among the educated and gentle, of what it justly characterizes as the pernicious habit of tippling. There can be no doubt in the mind of any who observe the changes of manners in good society that this very serious charge is well founded, nor must the ladies, though the *Lancet* delicately abstains from direct allusion to them, be allowed to consider themselves exempted from its strictures or unconcerned in its warnings. Everything in modern customs tends that way—the large wine glasses in use at all dinner tables, the introduction of amiable alcoholic drinks; the fashion of giving claret or moselle cup as an adjunct to the five o'clock tea table, and at the buffets of evening parties, where girls, heated with dancing or fevered with the constant round of excitement, may be seen swallowing glass after glass of these tempting and fallaciously cool beverages in place of the lemonades and syrups which formerly sufficed for their refreshment. But has the faculty, as it is called, nothing to answer for in promoting the present state of things? Children are now given "by the doctor's orders," an amount of alcohol which would have horrified their grandmothers. The beer or port wine administered two or three times a day at first disgusts, but soon becomes grateful to them. Almost every one of us may plead medical advice as the beginning of the habit. They say the modern type of disease is low: that stimulants are requisite; and that whether they prescribe chloric ether or champagne does not much signify. Perhaps not in the physical point of view, but in the moral one? Surely the temptation to the abuse of such stimulants as lavender, ether, &c., is not so great or so constantly recurring as that of wine and liqueurs, which are offered and pressed upon us wherever we go. Brandy now takes the place of sal volatile in the lady's dressing-case; and the properties of gin as a cleansing agent applicable to everything from the gilt stopper of a scent bottle to a lace flounce are firmly impressed upon the mind of the waiting maid. We would never speak but with respect of the noble profession of healing, but it cannot be denied that the peculiar temptation assailing some of its more "fashionable" members is that of following rather than leading the inclinations of their patients.

United States Mint Statement.

We are indebted to the Dr. H. R. Linderman, Director of the Mint, for the following statement of Deposits and Coinage at the United States Mint, for the month of July, 1867:

DEPOSITS.

Gold Deposits from all sources		$568,510 07
Silver Deposits		33,738 01
Total Deposits		$602,248 78
GOLD COINAGE.		
Double Eagles	7,275	$477,200 00
Eagles	25	250 00
Half Eagles	25	125 00
Three Dollars	25	75 00
Quarter Eagles	25	62 50
Dollars	25	25 00
Fine Bars	13	6,087 84
Total	23,998	$483,825 34
SILVER.		
Half Dollars	51,000	25,500 00
Fine Bars	5	260 67
Total	51,005	$25,760 67
COPPER.		
Cents	1,252,500	$12,525 00
Two Cent pieces	285,000	5,700 00
Three Cent pieces	382,000	11,460 00
Five Cent pieces	3,188,000	159,400 00
Total	5,107,500	$189,085 00
RECAPITULATION.	Pieces.	Value.
Gold Coinage	23,998	$483,825 34
Silver	51,005	25,760 67
Copper	5,107,500	189,085 00
Total	5,182,503	$698,671 01

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

LIVERPOOL—Ship R H Tucker, Clark—100 sacks fine salt 2451 do common do W Bumm & Son; 400 do do 139 tons do do in bulk A Kerr & Bro; 270 crates 35 cks ethw P Wright & Sons; 10 pkgs do A F Eberman; 63 cs machinery R Garsed & Bro; 150 boxes tin plates J S Mason & Co; 481 do do N & G Taylor Co; 14 cks hdw and chains 6 loose chains H W Lewis; 1045 bdls bar iron 120 hoop do Morris, Wheeler & Co; 100 tcs blchg powder Powers & Weightman; 107 cks soda ash Yarnall & Trimble; 38 drums caustic soda O S Janney & Co; 37 do do Guggenheim, Driefuss & Co; 8 7 steel rails 104 tons old railway iron 43 cks salt cake 20 kegs chlorate of potash 120 bbls soda crystal 34 tcs blchg powder 150 cks soda ash 40 bbls caustic soda 200 kegs bi carb soda 28 bxs ultramarine 250 do tin plates 200 pigs lead 70 pipes linseed order.

WINDSOR, NS.—Brig Josephine, Forbes—380 tons plaster C C Van Horn.

WINDSOR, NS—Brig Anna Michel, Scott—300 tons plaster C C Van Horn.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

NAME.	FROM	FOR	DATE.
City of Cork	Liverpool	New York	July 13
Propontis	Liverpool	Boston & Phila	July 17
Austrian	Liverpool	Quebec	July 18
St. Laurent	Havre	New York	July 18
Celia	London	New York	July 20
City of N York	Liverpool	New York	June 20
Chicago	Liverpool	New York	July 23
America	Southampton	New York	July 23
Cimbria	Southampton	New York	July 23
C. of Baltimore	Liverpool	New York	July 24
Morning Star	Havre	New York	July 24
The Queen	Liverpool	New York	July 24
Russia	Liverpool	New York	July 27

TO DEPART.

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
Alliance	Philadelphia	Charleston	Aug. 8
Bremen	N York	Bremen	Aug. 8
Eagle	New York	Havana	Aug. 8
C of Baltimore	New York	Liverpool	Aug. 10
Caledonia	New York	Glasgow	Aug. 10
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, } MONTHLY COMMITTEE.
CHARLES SPENCER,

MARINE BULLETIN.

PORT OF PHILADELPHIA—AUG. 2.

SUN RISES, 4 56 | SUN SETS, 7 04 | HIGH WATER, 3 53

ARRIVED YESTERDAY.

Ship R H Tucker, Clark, from Liverpool June 6th, with mdse to Peter Wright & Sons.

Steamer Millville, Renear, 1 day from New York, with mdse to Whitall, Tatum & Co.

Steamer Mayflower, Robinson, from New York, with mdse to W P Clyde & Co.

Brig Josephine (Br), Forbes, 14 days from Windsor, NS, with plaster to C C Van Horn.

Brig Leona (Br), Bishop, 7 days from Dorchester, NB, with lumber to E A Souder & Co.

Brig Ann Michel, Scott, 12 days from Windsor, NS, with plaster to C C Van Horn.

Schr Helen P, Jones, 4 days from Portland, Ct, with stone to captain.

Schr Jas Ponder, Hudson, from Boston, in ballast to Caldwell, Gordon & Co.

Schr Tycoon, Cooper, 1 day from Smyrna Creek, Del, with grain to Jas L Bewley & Co.

Schr Mary & Caroline, Fowler, 1 day from Leipsic, Del, with grain to Jos E Palmer.

Schr Nile, Buckson, 1 day from Leipsic, Del, with grain to to Jos E Palmer.

Schr F St Clair Edwards, Ireland, Boston.
Schr Garland, Libby, Boston.
Schr L Maule, Buehler, Boston.
Schr J S Clark, Clark, Boston.
Schr M Steelman, Steelman, Boston.
Schr C L Vandervoort, Chase, Boston.
Schr D Brittain, Springer, Boston.
Schr H N Miller, Miller, Boston.
Schr Sarah Clark, Griffing, Fall River.
Schr Monteveu, Sloan, Fall River.
Schr A Pharo, Shourds, Providence.
Schr R S Jones, Davis, Providence.
Schr C Heft, Shoe, Norwich.
Schr Eliza & Rebecca, Price, Wickford.
Schr R Law, York, Stonington.
Schr Black Diamond, Young, Pawtucket.
Schr Seal, Padgett, Salem.
Schr J M Flanagan, Shaw, Salem.
Schr J S Shindler, Lee, Salem.
Schr M Hand, Brooks, Newport.
Schr J B Allen, Case, Nantucket.
Schr S S Lee, Milton, Medford.
Schr Lizzie Evans, Evans, New York.
Schr R H Wilson, Mull, Hyannis.

Tug Thos Jefferson, Allen, from Baltimore, with a tow of barges to W P Clyde & Co.

CLEARED YESTERDAY.

Ship Charlotte, Gatjen, Antwerp, P Wright & Sons.
Steamer Millville, Neneer, Millville, Whitall, Tatum & Co.
Steamer Chester, Jones, New York, W P Clyde & Co.
Steamer H L Gaw, Her, Baltimore, A Groves, Jr.
Schr D Brittain, Springer, Boston, L Audenried & Co.
Schr L Maule, Buehler, Boston, Bancroft, Lewis & Co.
Schr Seal, Padget, Salem, do
Schr Casper Heft, Shoe, Pawtucket, Castner, Stickney & Wellington.
Schr J S Shindler, Lee, Boston, Rommel & Hunter.
Schr R S Jones, Davis, Fall River, do
Schr S Clark, Griffing, Newport, do
Schr R H Wilson, Mull, Fall River, do
Schr J S Clark, Clark, Boston, Day, Huddell & Co.
Schr A Pharo, Shourds, Providence, Sinnickson & Co.
Schr Monteveu, Sloan, Providence, do
Schr Read RR No 42, Robinson, Pawtucket, do
Schr R Law, York, Stonington, Borda, Keller & Nutting
Schr L Evans, Evans, Manchester, do
Schr F St Clair, Edwards, Ireland, Boston, do
Schr Eliza & Rebecca, Price, Roxbury, Van Dusen, Lochman & Co.
Schr Sarah, Cobb, New Bedford, Blakiston, Graeff & Co.
Schr Black Diamond, Young, Newport, do
Schr H S Miller, Miller, Boston, do
Schr C L Vandervoort, Chase, Boston, New York and Schuylkill Coal Co.
Schr J M Flanagan, Shaw, Boston, Tyler & Co.
Schr Jas Ponder, Hudson, Boston, Caldwell, Gordon & Co.
Schr Harvester, Simmons, Wicomico, Bacon, Collins & Co.
Schr J B Allen, Case, Nantucket, Packer & Co.
Schr Westmoreland, Rice, Providence, Westmoreland Coal Co.
Schr M Steelman, Steelman, Boston, captain.
Schr Garland, Libby, Boston, captain.
Schr Read RR No 77, Carroll, Norwich, captain.
Schr M Hand, Brooks, Providence, captain.
Tug Thomas Jefferson, Allen, for Baltimore, with a tow of barges, W P Clyde & Co.

MEMORANDA.

Ship Harriet, Jansen, cleared at London 18th ult. for Falmouth and this port.

Ship Somerville, Hill, cleared at London 19th ult. for this port via Gottenburg.

Ship Harrisburg, Wiswell, cleared at Boston 31st ult. for Montevideo and Buenos Ayres.

Steamer Roman, Baker, hence at Boston yesterday morning.

Steamer Propontis, Higginson, from Liverpool, at Boston yesterday.

Steamer Arizona, Maury, cleared at New York yesterday for Aspinwall.

Steamer Columbia, Barton, cleared at New York yesterday for Havana.

Steamer Achilles, Riches, at Antwerp 17th ult. from New York.

Bark North Star, Forrest, from London for this port, sailed from the Downs about Feb. 14, and has not since been heard of.

Brigs Delmont Locke, Cochran, and E H Rich, Hopkins, hence at Boston yesterday.

Schr C P Stickney, Mathis, hence at Fall River 31st ult.

Schrs Wm Slater, Smalley, and Dauntless, Coombs, hence at Boston 31st ult.

Schr Sedona, Teel, cleared at Boston 31st ult. for this port.

Schr Roanoke, Barrett, hence at Washington, DC, 30th ult.

Schr M A Laughery, Laughery, hence at Georgetown, DC, 30th ult.

Schr E F Meany, Clark, hence at Pawtucket 31st ult.

CLOTHING.

SPECIAL NOTICE.
FRANK GRANELLO,
TAILOR,
NO. 921 CHESTNUT STREET,

Formerly of 132 South Fourth Street,

Has just opened with an entirely New Stock of Cloths, Cassimeres and Vestings, to make up to the *order* of all Gentlemen who are desirous of procuring a

FIRST-CLASS FASHIONABLE GARMENT.

fe16 s tu th 6m§

ROOFING, &c.

ROOFING.
PATENT METAL ROOFING.

This Metal, as a Roofing, is NON-CORROSIVE, not requiring paint. It is self-soldering, and in large sheets, requiring less than half the time of tin in roofing buildings or railroad cars, in lining tanks, bath-tubs, cisterns, &c., &c., or any article requiring to be air or water-tight. 100 square feet of roof takes about 123 feet of sheet tin to cover it, and only 108 feet of patent metal.

OFFICE,

108 South Fourth Street, Philadelphia.

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INSTRUCTION.

A LADY WHO HAS HAD MUCH EXPERIENCE IN the educational government of children, and who can give the highest reference in testimony of her success, desires to fill a few morning hours as visiting teacher in families. Address "A. L.," Box 2274, P. O. au1,3t*

FARNUM SCHOOL, AT BEVERLY, N. J., UNDER the direction of PROF. JOHN S. HART. A few Boys will be received as Boarders, at $300 per annum. Send immediately for circular to J. FLETCHER STREET, Vice Principal, Beverly, N. J., or to B. A. FARNHAM, Trustee, 232 Chestnut street, Philadelphia. au1-3t§

PRIVATE SCHOOL FOR BOYS IN THE PHILADELPHIA City Institute, N. E. corner Chestnut and Eighteenth streets, entrance on Eighteenth street, will re-open on MONDAY, September 9th. au1-3mo L. BARROWS, Principal.

LASELL FEMALE SEMINARY, TEN MILES WEST of Boston, at Auburndale, Mass. Location, accommodations and advantages, all that can be desired. Special attention paid to the rudiments of an English education. Music and French taught by masters in the profession. Painting and Drawing in the best style of the art. Four years Classical Course. Number limited to forty-eight. Next year will begin September 26, 1867. Address CHAS. W. CUSHING, Auburndale, Mass. jy29-m w f12t

SELECT BOYS' SCHOOL, AT AUBURNDALE, MASS. Building, rooms, grounds, spacious and elegant. Location and general arrangements unsurpassed, for the purpose, in New England. Pupils will receive the most thorough English and Classical drill, and the most careful attention in regard to health, morals, general habits, and physical training. Number limited to twenty. School will open September 26, 1867. For references and particulars, address (for the present) jy29m w f12t CHAS. W. CUSHING.

THE MISSES DE CHARMS' ENGLISH AND French School for Young Ladies, No. 1616 FILBERT street, will be re-opened, on the third MONDAY in September, by Miss CARRIE S. BURNHAM. The Course of Study, in addition to the branches heretofore taught, will include Latin, German, Elocution and Vocal Music. A Mineralogical Cabinet has been secured, and frequent Lectures upon Mineralogy, Botany, Astronomy and other Natural Sciences will be given free of charge. See Circulars at T. B. PUGH'S Book Store, Bulletin Building. jy29-m,s,tf§

SANITARIUM FOR INEBRIATES, AT MEDIA, Pennsylvania. Apply on the premises, or to Joseph Parrish, 800 Arch street, every Monday and Thursday, from 9 to 11 A. M. jy29-6t*

THE PHILADELPHIA RIDING SCHOOL, Fourth street, above Vine, is now open for the Fall and Winter Seasons. Ladies and Gentlemen will find every provision for comfort and safety, so that a thorough knowledge of this beautiful accomplishment may be obtained by the most timid. Saddle horses trained in the best manner. Saddle horses and vehicles to hire. Also carriages for funerals, to cars, &c. THOMAS CRAIGE & SON.

COPARTNERSHIPS

JAMES G. HARGIS IS THIS DAY ADMITTED TO an interest in my business. AUGUST 1, 1867. [3t*] THOMAS GRIFFITHS.

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*

BOND'S BOSTON BISCUIT.—BOND'S BOSTON BUTter and Milk Biscuit, landing from steamer Norman and for sale by JOS. B. BUSSIER & CO., Agents for Bond, 108 South Delaware Avenue.

PRESERVED TAMARINDS.—30 KEGS MARtinique Tamarinds in sugar, landing and for sale by J. B. BUSSIER & CO., 108 South Delaware avenue.

FINANCIAL.

NOTICE
TO THE HOLDERS
OF THE
LOAN OF THE COMMONWEALTH
OF PENNSYLVANIA,
Due After July 1, 1856, and Before July 2, 1860.

Holders of the follow LOANS OF THE COMMONWEALTH OF PENNSYLVANIA are requested to present them for payment (Principal and Interest) at

The Farmers' and Mechanics' National Bank of Philadelphia.

Loan of March 30, 1830, due March 4, 1858.
" February 16, 1833, due July 1, 1858.
" March 27, 1833, due July 1, 1858.
" January 26, 1839, due July 1, 1859.
" June 7, 1839, due August 1, 1859.
" March 30, 1832, due July 1, 1860.
" April 5, 1832, due July 1, 1860.

Also, all BANK CHARTER LOANS due prior to July 2, 1860.

All of the above LOANS will cease to draw interest after August 15, 1867.

JOHN W. GEARY, GOVERNOR.

JOHN F. HARTRANFT, AUDITOR-GENERAL.

WILLIAM H. KEMBLE, STATE TREASURER.

je15-s tu th tau15

HARRISBURG, JUNE 29, 1867.

TO THE HOLDERS
OF THE
Loans of the Commonwealth
OF
PENNSYLVANIA,
DUE JULY 1ST, 1868.

The Commissioners of the Sinking Fund will receive Proposals until September 3d, 1867, for the Redemption of One Million of Dollars of the Loans of this Commonwealth, due July 1st, 1868.

Holders will address their proposals to the Commissioners of the Sinking Fund, Harrisburg, Pennsylvania, and endorsed "Proposals for the Redemption of Loans of 1868."

FRANCIS JORDAN, SECRETARY OF STATE.

JOHN F. HARTRANFT, AUDITOR GENERAL.

WM. H. KEMBLE, STATE TREASURER.

jy2-tu th s tse3

FRACTIONAL SHARES,
CAMDEN AND AMBOY R. R.,
Philadelphia and Trenton R. R.,
BOUGHT AND SOLD.
DE HAVEN & BRO.
40 SOUTH THIRD STREET.

U. S. SECURITIES A SPECIALTY.
SMITH, RANDOLPH & CO.
BANKERS AND BROKERS

16 South Third St., Philadelphia. 3 Nassau Street, New York.

STOCKS AND GOLD

BOUGHT AND SOLD ON COMMISSION.

INTEREST ALLOWED ON DEPOSITS.

WAINWRIGHT & SHAW,
BANKERS & BROKERS,
No. 17 NEW STREET, NEW YORK.

Particular attention given to the purchase and sale of all GOVERNMENT SECURITIES, RAILROAD STOCKS, BONDS AND GOLD.

Business exclusively on Commission.

All orders will receive our personal attention at the Stock Exchange and Gold Board. del1-1y§

$3,333 33.—FOR SALE—A WELL-SECURED Ground Rent of $83,333 33. Apply to COPPUCK & JORDAN, 433 Walnut street.

$13,750 of $825 per annum, for sale by I. C. PRICE, No. 54 North Seventh street.—A WELL SECURED GROUND RENT jy-8,1m*

$2,000. $2,500.—SEVERAL WELL SECURED Mortgages of these amounts for sale by I. C. PRICE, 54 North Seventh street. jy9 1m*

COD OIL.—42 BARRELS COD LIVER OIL, LANDING from schooner Comet, from Halifax, and for sale by H. WINSOR & CO., 38 South Wharves. mh14-t

SHAKER SWEET CORN—25 BARRELS JUST RECeived and for sale by JOSEPH B. BUSSIER & CO., 108 South Delaware avenue.

EXCURSIONS.

SUMMER TRAVEL
Via
NORTH PENNSYLVANIA RAILROAD

SHORTEST AND MOST PLEASANT ROUTE TO WILKESBARRE, MAUCH CHUNK, EASTON, ALLENTOWN, MOUNT CARMEL, HAZLETON, BETHLEHEM,

And all points in the LEHIGH, MAHANOY and WYOMING VALLEYS.

Commodious Cars, Smooth Track, Fine Scenery and Excellent Hotels are the Specialties of this Route.

Through to Wilkesbarre and Mauch Chunk without change of cars.

EXCURSION TICKETS,

From Philadelphia to Principal Points, issued from the TICKET OFFICES ONLY, at Reduced Rates, on Saturday, good to return till Monday Evening.

EXCURSION TICKETS TO WILKESBARRE, good for TEN DAYS, issued any day.

Through Trains leave the Depot, BERKS and AMERICAN streets, at 7.45 A. M., 1.30 P. M. and 5.20 P. M.

For Particulars see Time Table in daily papers.

ELLIS CLARK, General Agent.

PHILADELPHIA, July 1, 1867.

Tickets Sold and Baggage Checked through to the Principal Points at Mann's North Pennsylvania Baggage Express Office, No. 105 South Fifth street. jy2-1m§

FARE TO WILMINGTON, 15 CTS.
CHESTER OR HOOK, 10 CTS.

On and after MONDAY, July 8th, the steamer Ariel will leave Chestnut Street Wharf at 9.45 A. M., and 3.45 P. M. Returning—leaves Wilmington at 6.45 A. M., and 12.45 P. M. Fare to Wilmington, 15 cts.; Excursion Tickets, 25 cts. Fare to Chester or Hook, 10 cts. jy30-6t§

DAILY EXCURSIONS TO WILmington, Delaware. Steamer ELIZA HANCOX will leave Dock street wharf daily at 10 A. M. and 4 P. M. Returning, leave Market street wharf, Wilmington, at 7 A. M. and 1 P. M.

Fare for the round trip .... 50 cents.
Single tickets .... 30 "
Chester and Marcus Hook .... 20 "

For further particulars, apply on board.

jy22 L. W. BURNS, Captain.

UP THE RIVER.—DAILY EXCURsions to Burlington and Bristol—Touching each way at Riverton, Torresdale, Andalusia and Beverly. The splendid Steamboat JOHN A. WARNER leaves Philadelphia, Chestnut street wharf, at 2 and 6 o'clock P. M. Returning, leaves Bristol at 6.50 o'clock A. M. and 4 o'clock P. M.

Fare 25 cts. each way. Excursion, 40 cts. je15-tf§

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.

jy19 14t§ CHAS. C. LONGSTRETH, Treasurer.

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. 205½ Walnut street—Philadelphia, July 30, 1867.

The coupons of the Warren and Franklin Railway Company, due August 1st, will be paid on presentation at the office of Jay Cooke & Co.

jy30 5t* H. P. RUTTER, Treasurer.

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. de7f m w1y

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. no22-rptf

DIVIDEND NOTICES.

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 in 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.

jy26tau7§ JOHN RODGERS, Secretary.

PHILADELPHIA, JULY 30TH, 1867.—NOTICE.—The Annual Meeting of the Stockholders of the IMPERIAL AND KANAWHA VALLEY OIL CO. will be held at No. 134 WALNUT street, second floor, on MONDAY, August 21st, 1867, at 12 o'clock, M.

jy30-tu,th,6t§ H. JOHNSON, Secretary.

FOR SALE.

ELEGANT COUNTRY SEAT FOR SALE, CONtaining 8 acres of land, with large double pointed stone Residence, containing 16 rooms and every city convenience; pointed stone stable and carriage-house, ice-house, &c.; situate within 7 miles from the city, and 1¼ miles from Oak Lane Station, on North Pennsylvania Railroad. Handsome Lawn well shaded, fine vegetable garden, and fruit of every kind. J. M. GUMMEY & SONS, 508 Walnut street.

COTTAGES FOR SALE.—ONE POINTED STONE Cottage, Thirty-fifth and Baring streets. Price $12,000. One do. do. adjoining above, with large yard. Price $16,000. Apply to SAMUEL HUTCHINSON, jy31w f m3t* Thirty-fifth and Lancaster avenue.

FOR SALE—950 FRANKLIN STREET, 25 x 112. 618 North Seventh street, 21 x 140. 1827 East Delancey Place, 20 x 75. 1834 Spruce street, 21 x 70. 1914 Pine street, 18 x 105. 1624 Summer street, 28 x 90. Apply to COPPUCK & JORDAN, 433 Walnut street.

GERMANTOWN PROPERTY FOR SALE—A Pointed Stone Residence, with all the modern conveniences, Stone Stable and Coach House, and large Lot of Ground, at the corner of Pulaski avenue, first house south of Calvary church, and convenient to Wayne Station. Apply on the premises. mh6-w,f,m tf§

FOR SALE—A SPLENDID RESIDENCE, IN West Philadelphia, containing 11 rooms, complete with all modern improvements; an excellent two-story stable. Lot 80x120. FETTER, KRICKBAUM & PURDY, jy23 tf 32 North Fifth street.

ARCH STREET—FOR SALE—THE HANDSOME Brick Residence, 24 feet 6 inches front, with three-story double back buildings, built and finished throughout in the best manner, with two bath-rooms and extra conveniences; situate No. 1723 Arch street. Lot 140 feet deep. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE—A VERY DESIRABLE THREE-story Brick Dwelling House, with two-story double back buildings, on Camac street, north of Berks. Price $4,000. Apply to I. C. PRICE, jy9-1m* No. 54 North Seventh street.

FOR SALE—A HANDSOME DOUBLE BRICK Residence, with back buildings and extra conveniences, situate on the northwest corner of Seventeenth and Summer streets. Lot 28 feet front by 120 feet deep. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE—THE VALUABLE STORE PROPERTY, NO. 413 Commerce street. Immediate possession given. Is four stories in height, 40 feet front and lot 76 feet deep. J. M. GUMMEY & SONS, 508 Walnut street.

VALUABLE BUSINESS PROPERTY FOR SALE, situate No. 136 South Eighth street, above Walnut, 20 feet 6 inches front by 50 feet deep. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE—ELEGANT RESIDENCE, NO. 2022 SPRUCE STREET. MAULE, BROTHER & CO., je29-2m* No. 2500 South street.

FOR SALE—TWO NEW HOUSES, WALNUT lane, fifth and sixth houses, west of Adams street, Germantown. Apply to A. W. RAND, 124 North Sixth street, Philada. je27-tf§

FOR SALE—THE THREE-STORY BRICK Residence, with double back buildings, and every convenience, No. 1710 North Sixteenth street, above Arch. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE—A MODERN HOUSE, NO. 426 PINE street, 20 feet front by 141 feet deep. Apply to C. H. MUIRHEID, ap30-tf§ No. 205 South Sixth street.

TO RENT.

TO RENT—UPON LEASE OF FIVE OR TEN years, valuable property, for Warehouses or Manufacturing establishments, on the Delaware front of the city. Also, wharf property, with Railroad connections to the whole property. Apply at the Office of the Philadelphia Commercial Wharf and Railroad Company, 331 Walnut street. jy29 12t§

SHERIFF'S SALE.

SHERIFF'S SALE, AUGUST 5TH.—THE VALUAble Property, No. 509 South Tenth street, now occupied and known for the last half century as Johnson's Printing Ink Factory; lot 40 feet front, 120 feet deep, upon which is a Dwelling and extensive Factory buildings. To parties desiring a central location for manufacturing or building purposes, a rare opportunity is presented of securing a most eligible property. Sale by virtue of Writ in Partition. jy30-tu,th,s3t*

IMPERIAL PRUNES.—10 CASES 7LB. CANISTERS, high grade, French Imperial Prunes, landing and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

CHESS COLUMN
OF THE
PHILADELPHIA EVENING BULLETIN,
FRIDAY, August 2, 1867.

Answers to Correspondents.

"L. W. DAVIS."—You are wrong in every instance.

First—Problem 510. If you play

1. B to Q 3 — B to B 7
2. R x B — Kt x Kt, and how do you mate?

Second—Problem 512. The printed solution is correct, e. g.

1. R Kt to K 5 — B x R
2. P to K R 4, and mates next move.

Third—Your solution is wrong.

1. Kt to K 6 — Q x Kt
2. B to Q 2 — Kt x B
3. P to B 4 — Q x P (ch)
4. R x Q, and Black simply plays 4. P x B to the tune of *quo libet*.

— Messrs. Kolisch, Winawere, Steinitz and Neumann have respectively carried off the first, second, third and fourth prizes at the great Parisian Chess Congress. A more detailed account may be looked for next week.

THE MAGIC CHESSMEN.
A LEGEND OF GUERNSEY.

BY MORTIMER COLLINS.

(*Continued from July 26th, 1867.*)

"Precisely," his visitor
Said: "but expliciter
I'll be: you are anxious the world to defy
At this game of all games. Well, sir, never say die!
I'll give you these chessmen on one slight condition:
You've a daughter of eighteen
For a husband who's waiting;
Don't allow her to marry without my permission,
Just pledge one your word,
That the sweet little bird,
Miss Eva de Lisle (nicest name ever heard.)
Shall marry no person whom I don't approve,
And you soon may give Staunton the pawn and his move;
And if this extremely fair compact endures,
The invincible chessmen forever are yours."

Said Hugo, "I won't—yes, I will—I don't know—
They're beautiful men. What a capital show
I could make at the Great Exhibition with these!"
Quoth the demon, "Of course you can do as you please:
But make haste and decide. I've a gig at the door,
And must dine down at Pontabergiasllyn at four."

"The chessmen are mine,"
Cried Hugo. The wine
Flash'd just like Johannisberg, fresh from the Rhine:
The fire burnt quite blue—
Old Hugo look'd grue—
The sprite dashed like lightning the oriel through;
The Chess-player found that his troubles had fled
The problem arranged itself clear in his head;
And he growl'd, as he tried each victorious move,
"I'll soon invite Staunton to dinner, by Jove!"

FYTTE II.

O, Eva de Lisle!
From the banks of the Nile
To the granite frontiers of this picturesque isle,
There never was nymph of whom poet would weave a
Pleasanter cord than sweet little Eva.
Who shall depict her?
Venus had prick'd her
Out in such charms as would soften a licker:
Clear were her eyes
As the Midsummer's skies;
Clear was her voice as the charms of a minster;
Merry and free—
It was easy to see
Eva would not very long be a spinster.

There were three men, at least, who was resolute, she,
Sweet daughter of glee,
No spinster should be.
First, Gregory Brock—gaunt, long, angular, bony,
Of her worshipful father's a Chess-playing crony—
Fond of Muzio gambits, Fianchetto defences,
He'd play on for a fortnight when one he commences.
'Twas a question whether he or Old Hugo play'd better:
To Brock she was promised. *I wish he may get*

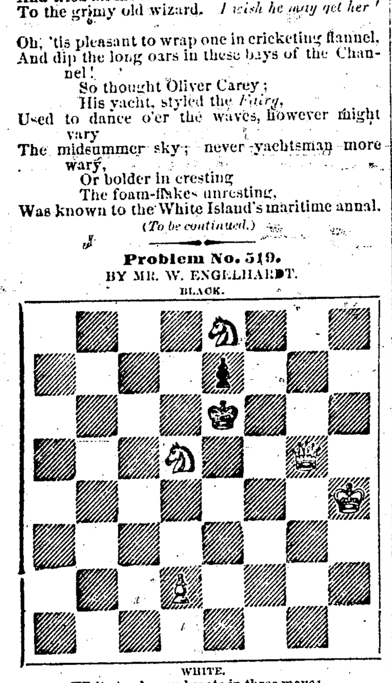
Sunny is the moorlands of Cornwall abode,
One Ralph Penaluna, a wizard, who show'd
Better taste than your sorcerers commonly do,
For he was in love with the pretty one, too.
And it chanced—in some fashion, I leave you to guess—
He had absolute power o'er the Demon of Chess;
So sent him to tempt, with his magical pieces,
Old Hugo; and promised, if luck should befriend him,
He'd free the poor sprite from his toilsome caprices,
And away into frolicsome liberty send him.
So the Demon was anxious sweet Eva should be "*Una Uxor persuasis*" for Ralph Penaluna—
And tried all his skill the dear creature to fetter
To the grimy old wizard. *I wish he may get her!*

Oh, 'tis pleasant to wrap one in cricketing flannel,
And dip the long oars in these bays of the Channel:
So thought Oliver Carey;
His yacht, styled the *Fairy*,
Used to dance o'er the waves, however might vary
The midsummer sky; never yachtsman more wary,
Or bolder in cresting
The foam-flakes unresting,
Was known to the White Island's maritime annal.

(*To be continued.*)

Problem No. 519.
BY MR. W. ENGELHARDT.

BLACK.



WHITE.

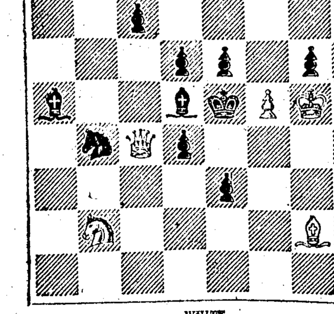
White to play and mate in three moves.

Problem No. 520.
GEMS OF THE MASTERS—NO. XXI.

By the widely-known "C. W.," of Sunbury, England.

BY MR. CHARLES WHITE.

BLACK.



WHITE.

White to play and mate in three moves.

CHESS IN PHILADELPHIA.
Game No. 1723.

A pleasant skirmish, played last winter between Mr. Reichhelm and Mr. Thomas C. Onslow, of the St. George's Club, London, the former yielding the odds of his Queen's Knight.

(*Remove White's Queen's Knight.*)

(*Centre Gambit.*)

WH. (MR. REICHHELM.)	BL. (MR. ONSLOW.)
1. P to K 4	P to K 4
2. P to Q 4	P x P
3. P to K B 4	B to B 4

(3. B to Kt 5 (ch) would produce no exchange of pieces, as, White in that case would simply move his King to B 2)

4. B to Q 3	Q Kt to B 3
5. Kt to B 3	B to Kt 5 (ch)
6. P to B 3	P x P
7. Castles	K Kt to K 2
8. P to K 5	B to B 4 (ch)
9. K to R sq	Kt to Q 5
10. Kt to Kt 5	P to Q 3
11. P x B P	Q Kt to B 4
12. P to Kt 4	Kt to K 6
13. B x Kt	B x B
14. Q to B 3	B to Q B 4
15. B to Kt 5 (ch)	

(Menacing 15. P to K 6, should Black interpose his Bishop.)

	15. P to Q B 3
16. B to Q 3	P to Q 4
17. P to B 5	P to B 3

(Kt x B P would have been answered directly with the same move by White.)

18. P to K 6	P x Kt
19. P to B 6	Castles

White mates in eleven moves.

CHESS BY TELEGRAPH.
Game No. 1724.

First game of the match between New York and Detroit.

(*Irregular Opening.*)

WH. (DETROIT.)	BL. (NEW YORK.)
1. P to Q B 4	P to K B 4
2. P to K 3	Kt to K B 3
3. P to Q 4	

(The first three moves were not played by the Committee, which at this time had not assembled, but by individual members of it, in order not to delay New York. The move in the text was pronounced premature.)

	3. P to K 3
4. Q Kt to B 3	K B to Kt 5
5. Q to Q Kt 3	B x Kt (ch)
6. P x B	Castles
7. B to Q 3	P to Q Kt 3
8. Kt to K 2	B to Q Kt 2
9. Castles	Kt to Q B 3
10. Kt to Kt 3	Kt to K 2
11. Q B to R 3	P to Q 3
12. P to Q B 5	

(Securing the undoubling of the pawns.)

	12. Q to Q 2
13. P x Q P	P x P
14. P to Q B 4	

(Kt x B P was thought to be too hazardous by the Western Committee.)

	14. K to R sq
15. P to K B 3	P to K R 4
16. Kt to K 2	P to K Kt 4
17. Q to Q Kt 4	Q R to Q sq
18. Q to K sq	P to K Kt 5
19. P to K B 4	Kt to K Kt 3
20. Kt to Q B 3	K to Kt 2

(By this movement Black in reality abandons the attack.)

21. Q B to Kt 2	P to Q 4
22. Q R to Q B sq	P to K R 5
23. B to Q B 3	K R to R sq
24. P to Q B 5	Kt to K 5
25. K B to Kt 5	Q B to B 3
26. B x B	Q x B
27. Kt x Kt	B P x Kt
28. P x P	Q x P
29. P to K B 5	P x P
30. R x P	Q to K 3
31. Q to K B sq	Q R to Q 2
32. Q R to Q B 2	K R to Q Kt sq
33. Q R to Q B sq	K R to Q Kt 2
34. B to Q B 5	Q R to K B 2
35. R x R (ch)	R x R
36. Q to K 2	P to K B 4
37. R to Q Kt sq	P to K R 6
38. K R to B sq	Q x R (ch)
39. Q x Q	R x Q (ch)
40. K x R	P to Q R 3

(The best move, and one which secures them a drawn game.)

41. P x P	P x P
42. B to Q R 3	Kt to K R 5
43. K to B 2	Kt to K B 4, and draws.

CHESS IN PARIS.
Game No. 1725.

Played in the International Tourney, between Messrs. Kolisch and Steinitz.

(*Scotch Gambit.*)

WH. (MR. KOLISCH.)	BL. (MR. STEINITZ.)
1. P to K 4	P to K 4
2. Kt to K B 3	Kt to Q B 3
3. P to Q 4	P x P
4. Kt x Q P	Q to K R 5
5. Q to Q 3	

(This, to our mind, is got so good a reply as 5. Kt to Q Kt 5.)

	5. Kt to K B 3
6. Kt x Q Kt	Q P x Kt
7. Kt to Q 2	

(A bad move; but playing the pawn to K 5 is little, if any, better.)

	7. B to Q B 4
8. P to K Kt 3	Q to K R 4
9. Kt to Q Kt 3	B to K Kt 5

(Threatening an irresistable attack by Rook to Q sq.)

10. B to K 3	R to Q sq
11. Q to Q B 3	B x B
12. P x B	Castles
13. B to K 2	K R to K sq

(Mr. Steinitz has a superlatively fine opening, but he evidently does not know how to handle it. What was the obstacle to playing his Bishop to K B 6? If the dread of Kt to Q 2, it, we think, "a lost fear.")

14. Kt to Q 2	Q to K Kt 3
15. Q to Q Kt 3	Kt x K P

(Here also Black seems to have quite overlooked the advantage he possessed. Why not have taken the Kt? For example:

	15. R x Kt
16. K x R (best)	K x P (ch)
17. K to K sq (best)	Kt x Kt P

Can Black by any skill save such a game?)

16. Kt x Kt	R x Kt
17. Castles	B to K 3
18. Q x Q Kt P	R x K P
19. Q x P at Q B 7	Q R to K sq

(Once more White's play is an enigma to us. We may overlook something, but it appears to us that by moving this Rook to Q B sq he must have won a piece, *e. g.*

	19. R to Q B sq
20. Q R to Q sq	20. Q to K Kt 4, &c.)

What else can he do?

20. B to K B 3	B to Q B 5
21. R to K B 2	Q to K B 3
22. Q x Q B P	Q x Q Kt P
23. Q to Q sq	Q x Q R P
24. K to Kt 2	P to K Kt 3
25. B to Q 5	B x B (ch)
26. R x B	R to K 7
27. R to Q 2	Q to K 3
28. Q x Q	R x R (ch)
29. K x R	R x Q
30. R to Q 7	P to Q R 3
31. R to Q R 7	P to K R 4
32. P to Q B 4	K to B sq
33. P to Q B 5	K to K sq
34. K to B 3	P to K B 4
35. K to K B 4	K to Q sq
36. K to Kt 5	K to Q B sq
37. P to K R 4	K to Kt sq
38. R to Q 7	P to Q R 4
39. K to K R 6	R to Q R 3
40. R to Q 3	K to Q B 2

41. R to Q B 3, and, after a few more moves, the game was declared a drawn battle.—*London News.*

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, 1,293 tons, Captain L. Crowell.

The SAXON from Phila. on Saturday, August 3, at 6 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, Capt. Wm. Jennings.
WYOMING, 850 tons, Captain Jacob Teal.

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

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

Agents at Savannah—Hunter & Gammell.

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

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

The steamship PIONEER (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 Propellors 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, au20 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

CONSIGNEES' NOTICE.—CONSIGNEES OF MERchandise per Belg. bark BRABO, Vander Heyden, master, from New Castle, will please send their permits on board at Shippen street wharf, or to the office of the undersigned. The vessel will be discharged on Friday, the 2d inst., when all goods not permitted will be sent to public stores. PETER WRIGHT & SONS, 115 Walnut street. au1-3t

NOTICE.—ALL PERSONS ARE HEREBY CAUtioned against trusting any of the crew of the Belg. bark BRABO, Vander Heyden, master, from New Castle, as no debts of their contracting will be paid either by the captain or consignees. PETER WRIGHT & SONS, 115 Walnut street. au1-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. 300 North Delaware avenue, Philadelphia.

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

Particular attention given to repairing.

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, Defactators, 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. P.W.B. THE PET OF THE HOUSEHOLD. P.P.W.B. PARIS'S PATENT WINDOW BOWER. Every housekeeper should have them to their shutters, they supercede the old fashion ribbons. Price Twenty-five cents per pair, sold everywhere and wholesale and retail by B. F. PARIS, jy16-1m§ 27 South Third street.

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. je7-tf

CHOICE SWEET OIL, OF OUR OWN IMPORTATION, boneless Sardines, genuine Stilton Cheese, Spiced Anchovies, Durham Mustard, in 6 lb stone jars, for sale at COUSTY'S East End Grocery, No. 118 South Second street.

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, Beltings, and Trimmings generally.

PARISIAN DRESS AND CLOAK MAKING,

In all its varieties. se18-1y

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§

TRAVELERS' GUIDE.

FOR CAPE MAY
BY RAILROAD.
From Foot of Market Street (Upper Ferry),

COMMENCING SATURDAY, JULY 13, 1867.

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

RETURNING, LEAVE CAPE ISLAND.

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

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

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

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

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, Charleston, 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, 5¾, 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, 6, 6½, 7, 8, 9, 10, 11 P. M.

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

ON SUNDAYS.

Leave Philadelphia—9.15 minutes A. M.; 2, 7 and 10½ P. M.

Leave Germantown—8.15 A. M.; 1, 6 and 9¾ P. M.

CHESTNUT HILL RAILROAD.

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

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

ON SUNDAYS.

Leave Philadelphia—9.15 minutes A. M.; 2 and 7 P. M.

Leave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40 and 25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia—6, 7¾, 9, 11.05 A. M.; 1½, 3, 4½, 5¾, 6.15, 8.05 and 11¾ 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, 5¾, 6.15, 8.05, 9½ and 11½ P. M.

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

ON SUNDAYS.

Leave Philadelphia—9 A. M., 2½ and 7.15 P. M.

Leave Manayunk—7½ A. M., 6 and 9½ P. M.

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

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

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

Leave West Chester for Philadelphia, from Depot on E. Market street, 6.15, 7.15, 7.30 and 10.45 A. M., 1.55, 4.50 and 6.50 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.

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

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

Leaving Philadelphia at 7.30 P. M., arrive at Oil City at 4.85 P. M.

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

ALFRED L. TYLER, je8-tf General Superintendent.

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

FARE TO NEW YORK, $2 00.

FARE TO LONG BRANCH, $2 00.

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

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

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

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

FAST FREIGHT LINE FOR NEW YORK.

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

Rates low and quick time uniformly made. Way Freight Train leaves Cooper's Point at 9.30 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.

my6tf W. S. SNEEDEN & CO., Lessees.

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

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

Goods delivered at the Through Freight Depot, S. E. 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.

je26 ELLIS CLARK, Agent.

QUICKEST TIME ON RECORD.
26½ Hours to Cincinnati

via Pennsylvania Railroad & Pan Handle.

7 1-2 HOURS LESS TIME

than by competing lines.

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

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

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

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

JNO. DURAND, General Superintendent,

J. F. SCULL, General Ticket Agent,

my9-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 ACCOMODATION.—Leaves Pottstown at 6.20 A. M., stopping at intermediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.30 P. M.; arrives in Pottstown at 6.45 P. M.

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

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

Trains for Philadelphia leave Harrisburg at 1.10 A. M. and Pottsville at 8.45 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.10 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M.

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

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

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8.00 A. M., and Philadelphia at 3.15 P. M.; leave Philadelphia, for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.

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

NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.—Leaves New York at 9 A. M., 5.00 and 8.00 P. M., passing Reading at 1 A. M., 1.50 and 10.08 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., 9.05 P. M., passing Reading at 4.49 and 10.30 A.M., and 4.30 and 11.20 P. M., arriving at New York 10.10 A.M., and 4.40 and 5.20 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburgh, without change.

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

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

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.50 A. M. for Pinegrove and Harrisburg, and at 1.50 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.30 P. M., and from Tremont at 7.35 A. M. and 5.25 P. M.

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

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

Excursion Tickets to Philadelphia good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown 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, Jeansville, 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 3 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 10.45 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

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

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

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

At 5.20 P. M.—Through 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 6.06 A. M., and leave Oxford at 3.25 P. M.

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

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

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

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

mh19 HENRY WOOD, General Sup't.

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

For information regarding rates, &c., apply at the Depot, Broad and Cherry streets, or at the Company's Office, 106 South Fifth street.

JOHN S. WILSON, Freight Agent.

HAS. E. IDE, Master Transportation. my1 tf§

THE
GREAT SOUTHERN MAIL ROUTE,
Via Washington and Lynchburg,

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

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

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

Baggage checked through.

FREIGHT.

A FAST FREIGHT LINE has been established over the same route, by which shippers are assured of QUICK TRANSIT, A SAVING OF 150 MILES IN DISTANCE and LESS HANDLING than by any other.

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

For information relative to Tickets or Freight, apply

JAS. C. WILSON, GENERAL AGENT,

jel 3m§ 625 Chestnut street.

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

	Fare.
At 5 A. M., via Camden and Amboy, Accom.	$2 25
At 8 A. M., via Camden and Jersey City Express Mail	3 00
At 2 P. M., via Camden and Amboy Express	3 00
At 6.00 P. M., via Camden and Amboy, 1st class, Accom. and Emigrant	2 25 / 1 80

At 8 A. M., 2, 5 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, 4, 5, 6 and 11.30 P. M. for Edgewater, Riverside, Riverton and Palmyra.

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

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

Lines from Kensington Depot will leave as follows:

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

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

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

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

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

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

BELVIDERE DELAWARE RAILROAD LINES—from Kensington Depot.

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

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

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

From West Philadelphia Depot, via connecting Rail way.

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

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

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

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

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

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

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

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

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

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

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

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

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

TRAINS LEAVE DEPOT, VIZ.:

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

Erie Mail leaves daily, except Saturday.

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

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

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express	at 1.15 A. M.
Philadelphia Express	" 7.10 "
Erie Mail	" 7.10 "
Paoli Accom. No. 1	" 8.20 "
Parksburg Train	" 9.20 "
Lancaster Train	" 12.40 P. M.
Fast Line and Erie Express	" 1.10 "
Paoli Accom. No. 2	" 4.10 "
Day Express	" 5.20 "
Paoli Accom. No. 3	" 7.00 "
Harrisburg Accom	" 9.50 "

For further information, apply to

JOHN C. ALLEN, Ticket Agent, 901 Chestnut street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

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

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

Five trains daily to Atlantic City and one on Sunday.

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

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

RETURNING—LEAVE ATLANTIC:

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

HADDONFIELD ACCOMMODATION TRAIN

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

SUNDAY MAIL TRAIN TO ATLANTIC

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

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

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

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

D. H. MUNDY, Agent.

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

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

je20 to se15 WM. J. SEWELL, Superintendent.

DRUGS.

BERMUDA AND GEORGIA ARROW ROOT.—THE New Crop—sweet, pure, and of dazzling whiteness; directly from the growers.

Sold at standard weight, and guaranteed in freshness and purity. HUBBELL, Apothecary, my10-tf 1410 Chestnut street.

JOHN C. BAKER & CO.'S CELEBRATED C. L. OIL, in boxes, of 1, 2 and 3 doz. each. Ipecac root and powder in bulk and bottles.

Agents for Hoff's Malt Extract Beverage of Health.

JOHN C. BAKER & CO., je5 718 Market street, Philadelphia.

ROBINSON'S PATENT BARLEY AND GROATS, Bethlehem Oat Meal, Bermuda Arrow Root, Cox's Sparkling Gelatin, Taylor's Homœopathic Cocoa, Cooper's 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, Hetchisler's Oil of Peppermint, Chiris' Oil of Lavender, Origanum, Orange, etc., etc. ROBERT SHOEMAKER & CO., de29-tf§ N. E. cor. Fourth and Race sts., Philada.

NEW TURKEY PRUNES LANDING AND FOR sale by J. B. BUSSIER & CO., 108 South Delaware avenue.

TURKEY FIGS.—25 CASES NEW CROP, VARIOUS grades landing and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.