TELEGRAPHIC SUMMARY.

The Emperor of Russia has gone to Kissingen.

A dissolution of the British Parliament is expected this week.

Abdul Assiz has confirmed Prince Milan in the sovereignty of Servia.

The Lowell machine shop, in Lowell, Mass., was damaged by fire on Saturday. Loss, $50,000.

The aggregate of the principal appropriations made by Congress this session is $161,000,000.

Reports from all parts of the United Kingdom show that the weather has been very favorable.

Political riots took place in Prague last week. The garrison has been increased and order restored.

The Treasury Department last week printed $252,300 worth of fractional currency, and redeemed $425,611.

A man named Patrick Rowan was fatally injured by an explosion of nitro-glycerine near New York on Saturday.

F. S. Blitz's planing mill, at Columbia, Pa., was destroyed by fire yesterday afternoon. Loss, $12,000. Insurance, $4,600.

Gov. Geary has signed the death warrant of Alfred Alexander, colored. Alexander is to be executed on the 25th of August.

The President has signed the Deficiency bill, which appropriates over $500,000 for Reconstruction expenses.

Generals Grant, Sherman and Sheridan were 700 miles west of Omaha on Saturday evening, making for the end of the Pacific Railroad.

Minister Bancroft is in Darmstadt, urging the Grand Ducal Government of Hesse-Darmstadt to enter into a Naturalization treaty with the United States.

The contract for supplying the internal revenue offices throughout the United States with stationery for the ensuing year has been awarded to Estel & Smith, of New York.

In the Georgia Senate, on Saturday, a resolution was offered directing an inquiry as to whether colored persons were eligible as members under the existing Constitution. The resolution was rejected.

Mr. Burlingame, with the members of the Chinese Embassy, gave a banquet to members of Congress, heads of Departments, army and navy officers, and other prominent guests, including many ladies, to celebrate the ratification of the treaty with China.

At a banquet in Vienna, Herr Giskra said, that the present Austrian Ministry took office with the expectation that when disastrous treaties and lack of intelligence were overcome, Austria would enter upon a career of unexampled prosperity.

The annual encampment of English volunteers at Wimbledon closed on Saturday. The prizes for the best shots were awarded by Napier, of Magdala. Among the spectators of the closing ceremonies were the Prince of Wales, Prince Alfred, and our poet, Longfellow.

Sparks, Moore and Jewell, the other Adams Express robbers, arrested at Mattoon, Illinois, on Friday, while being taken in a wagon to Brownstown, on Saturday night, to be placed in custody of the Sheriff, were seized near the scene of the former lynching, by one hundred and fifty masked and armed men, and were hanged on the trees on which the other robbers were lynched.

Forthcoming State Elections

The following are the State elections in the order in which they occur:

August 3	Kentucky.
August 13	Tennessee.
September 1	Vermont.
September 8	California.
September 14	Maine.
October 6	Nebraska.
October 13	Pennsylvania.
October 13	Ohio.
October 13	Indiana.
October 13	Iowa.
October 22	West Virginia.
November 3	New York.
November 3	New Jersey.
November 3	Delaware.
November 3	Maryland.
November 3	Illinois.
November 3	Michigan.
November 3	Wisconsin.
November 3	Minnesota.
November 3	Missouri.
November 3	Kansas.
November 3	Nevada.
November 3	Massachusetts.

CITY BULLETIN.

Presentment of the Grand Jury.

The Grand Jury made the following presentment on Saturday:

Philadelphia, July 25, 1868.—*To the honorable the Judges of the Court of Oyer and Terminer and Quarter Sessions of the Peace for the City and county of Philadelphia:* The Grand Inquest of the Commonwealth of Pennsylvania, inquiring for the city of Philadelphia, for July Sessions, 1868, respectfully present that they have performed the usual routine of duty for their term of office, having acted upon 411 bills, of which 268 were found true, and 143 were ignored.

They have visited the County Prison, the Almshouse, the Eastern Penitentiary and the House of Refuge, and take pleasure in expressing their approval of the general management of these institutions, their cleanliness and excellent condition, and the economy with which they are administered.

The resident officers appear to be well qualified for their responsible positions, and the thanks of the Grand Jury are due to them for the courtesy and promptness with which they facilitated the necessary examinations of the institutions under their charge. They would call attention to the crowded condition of the County Prison, particularly in the convict department, where they found in a majority of the cells three convicts, and in many of them four are confined. The presentments of former Grand Juries would seem to obviate the necessity of any details of the inconveniences that at present arise, the demoralizing effect, or the disasters that might result in the future of the overcrowding of prisoners in this institution. They would endorse their recommendation for the establishment of a House of Correction for the reception and reform of criminals of a minor grade, as a remedy for this condition of things.

It has come to the knowledge of the Grand Jury that a place of public resort, known as Girard Park, and situated near Fairmount, is a rendezvous for lewd women, thieves, &c. The Grand Jury request the District Attorney to take action on the matter.

W. H. Carryl, Foreman.

Jos. Robinson, Secretary.

Judge Peirce, in thanking the Grand Jury, said it was impossible to execute the law in letter or in spirit in the present insufficient condition of the County Prison. It was an injury to the prisoner himself to put him with others in a cell having ventilation but for one, and the moral surroundings were calculated to cause great evil. It may be that a young man just commencing a career of crime is placed in a cell with old offenders, who are ever ready to corrupt youth, and yet such an outrage against public justice is permitted to exist. The attention of the public authorities has been frequently called to this subject, and yet the building of a House of Correction has not yet commenced. The county, the prisoners, the reputation of Philadelphia, and public interests in various ways, all suffer by the neglect to erect a House of Correction.

A Drinking Fountain.—The Pennsylvania Society for the Prevention of Cruelty to Animals have erected another fountain, at the junction of Wood and Fourth streets and York avenue, and directly in front of the flag-pole, surmounted by a figure of an Indian. The fountain is constructed of iron, is quite ornamental, and will be painted in bright vermillion. It is designed to have a continuous flow of water, which can be partaken of by both bipeds and quadrupeds, the running water from the top being for human beings, while a large trough for horses, and smaller ones below for dogs, etc., are arranged conveniently about the same. It is the intention to erect a number of the same kind at convenient locations throughout the city from time to time, as the means of the organization will permit.

Drowned.—The Coroner held an inquest yesterday on the body of John Speetz, who was found drowned on Saturday, at Wilson & Gillingham's wharf, near Norris street. The deceased resided at No. 619 Townsend street.

A man, named John Foster, aged 40 years, was drowned in the Delaware on Saturday night, while bathing at the lower end of Petty's Island. The body was recovered and taken to the late residence of deceased, at 1454 Beach street.

Fire.—On Saturday night, about half-past ten o'clock, a fire broke out in the office of Dr. Lukens, dentist, No. 827 Arch street. The building is a three-story brick, the basement of which is undergoing repairs. On the middle floor is a fire-proof safe containing some valuables, but this was unharmed. The office furniture, however, was almost ruined. Loss about $1,000. The origin of the fire is unknown.

Point Breeze Park.—An interesting race came off on Saturday at Point Breeze Park, in the presence of a large number of spectators. The race was for a purse of $1,000, between the bay mare Mary, entered by M. Goodwin, and the bay mare Fany Allen, entered by John Turner. The race was with three hundred pound wagons and driver, and was won by Mary, in the following time: First heat, 2 34¼; second heat 2 34½; third (dead-heat) 2 31¼; fourth heat, 2 31.

Disaster on the Delaware.—Yesterday afternoon, about five o'clock, the steamboat Shackamaxon ran into a small boat on the Delaware containing two boys and two girls; one of the girls, named Dora Schafferkatter, 11 years of age, residing at No. 415 Green street, was drowned. The others were rescued.

A Serious Fall.—On Saturday afternoon James Gurnes, aged 16 years, residing on Burton street, below Lombard, fell off a two-story building on Thirteenth street, and was badly hurt. Taken to the hospital.

Meeting of Railway Conductors and Drivers.—A large meeting of the railway conductors and drivers of the city railway cars, took place yesterday afternoon, at the hotel, Twenty-fifth and Coates streets, Robert Gaw, President, in the chair.

It was stated that the meeting had been called to adopt plans by which a reduction could be made in the number of hours of labor which the above class of persons are compelled to labor from week to week.

After a free discussion, the following resolutions were read by Thomas M. Elliott, and unanimously adopted:

To the Honorable Board of Presidents of the Philadelphia Passenger Railway Companies:

Respected Sirs: We, the undersigned, conductors and drivers attached to the various roads, would most respectfully call your attention to the following appeal for a reduction in the numerous hours that we are compelled to labor from day to day. Below we give our reasons, hoping that you will give them your kind and immediate consideration:

1. The number of hours that we are forced to labor compels us to lose from one to two days in each week, in consequence of which we are unable to maintain our families, from the very fact of the high price of provisions and the enormous high rents, which deprives us of that luxury of a home which is in itself a comfort to those who are compelled to labor so long.

2. We now ask you, gentlemen, to give it your due consideration. For instance, we are compelled to arise from our slumbers at the hour of five, compelling our wives to break their rest at the same time, injuring their constitutions, in order that we may partake of our breakfast and proceed to our depot and there remain on duty until the hour of twelve. Thus losing the sight and comfort of our dearly loved ones (our children), until we are compelled to seek that rest which our system anxiously seeks for and spend a short time within our family circle.

3. We therefore take this method of petitioning your honorable body, knowing that it is the most appropriate manner in which we can receive your appreciation and deem it the proper course to pursue.

4. In closing, we pledge our words to you, that it is not our intention to desist work, nor has it ever been our intention, although surmised by some, but entirely unfounded.

We remain your Obedient Servants.

Coal Oil Works on Fire.—The alarm of fire yesterday morning, about half-past one o'clock, was caused by the burning of the Coal Oil Works of William Baldwin, Twenty-fourth Ward. The two most important portions of the works were totally destroyed, together with about five hundred barrels of coal oil. The total loss was about $12,000, and the insurance $9,000. The portion of the works destroyed were the heating house, from large underground oil tanks, a stable, and a considerable quantity of oil in barrels. The still house escaped with but slight damage, and the office, barrelling house, cooper and paint shops, and a large quantity of oil in barrels, were saved, together with nearly all the empty barrels. The fire was accidental.

The Republican Platform.

The National Republican Party of the United States, assembled in National Convention in the City of Chicago, on the 20th day of May, 1868, make the following declaration of principles:

1. We congratulate the country on the assured success of the Reconstruction policy of Congress, as evinced by the adoption in the majority of the States lately in rebellion, of Constitutions securing equal civil and political rights to all, and it is the duty of the Government to sustain those constitutions, and to prevent the people of such States from being remitted to a state of anarchy.

2. The guarantee by Congress of equal suffrage to all loyal men at the South was demanded by every consideration of public safety, of gratitude and of justice, and must be maintained; while the question of suffrage in all the loyal States properly belongs to the people of those States.

3. We denounce all forms of repudiation as a National crime; and the National honor requires the payment of the public indebtedness in the uttermost good faith to all creditors at home and abroad, not only according to the letter but the spirit of the laws under which it was contracted.

4. It is due to the labor of the nation that taxation should be equalized and reduced as rapidly as the National faith will permit.

5. The National debt contracted, as it has been, for the preservation of the Union for all time to come, should be extended over a fair period for redemption; and it is the duty of Congress to reduce the rate of interest thereon, whenever it can be honestly done.

6. That the best policy to diminish our burden of debt is to so improve our credit that capitalists will seek to loan us money at lower rates of interest than we now pay, and must continue to pay so long as repudiation, partial or total, open or covert, is threatened or suspected.

7. The government of the United States should be administered with the strictest economy, and the corruptions which have been so shamefully nursed and fostered by Andrew Johnson call loudly for radical reform.

8. We profoundly deplore the untimely and tragic death of Abraham Lincoln, and regret the accession of Andrew Johnson to the Presidency, who has acted treacherously to the people who elected him, and the cause he was pledged to support; who has usurped high legislative and judicial functions; who has refused to execute the laws; who has used his high office to induce other officers to ignore and violate the laws; who has employed his executive powers to render insecure the property, the peace, liberty, and life of the citizen; who has abused the pardoning power; who has denounced the National Legislature as unconstitutional; who has persistently and corruptly resisted, by every measure in his power, every proper attempt at the reconstruction of the States lately in rebellion; who has perverted the public patronage into an engine of wholesale corruption, and who has been justly impeached for high crimes and misdemeanors, and properly pronounced guilty thereof by the vote of 35 Senators.

9. The doctrine of Great Britain and other European powers, that because a man is once a subject he is always so, must be resisted at every hazard by the United States, as a relic of the feudal times, not authorized by the law of nations, and at war with our national honor and independence. Naturalized citizens are entitled to be protected in all their rights of citizenship as though they were native born, and no citizen of the United States, native or naturalized, must be liable to arrest and imprisonment by any foreign power for acts done or words spoken in this country; and if so arrested and imprisoned, it is the duty of the Government to interfere in his behalf.

10. Of all who were faithful in the trials of the late war, there were none entitled to more especial honor than the brave soldiers and seamen who endured the hardships of campaign and cruise, and imperiled their lives in the service of the country; the bounties and pensions provided by the laws for these brave defenders of the nation are obligations never to be forgotten; the widows and orphans of the gallant dead are the wards of the people, a sacred legacy bequeathed to the nation's protecting care.

11. Foreign immigration—which in the past has added so much to the wealth, development and resources and increase of power to this nation, the asylum of the oppressed of all nations—should be fostered and encouraged by a liberal and just policy.

12. This Convention declares itself in sympathy with all the oppressed people which are struggling for their rights.

13. That we highly commend the spirit of magnanimity and forbearance with which the men who have served in the rebellion, but now frankly and honestly co-operate with us in restoring the peace of the country and reconstructing the Southern State Governments upon the basis of impartial justice and equal rights, are received back into the communion of the loyal people; and we favor the removal of the disqualifications and restrictions imposed upon the late Rebels in the same measure as their spirit of loyalty will direct, and as may be consistent with the safety of the loyal people.

14. That we recognize the great principles laid down in the immortal Declaration of Independence as the true foundation of democratic government, and we hail with gladness every effort toward making these principles a living reality on every inch of American soil.

Two Stories that Match Each Other.—The *Indépendance Belge* has the following: "A curious story is in circulation about the Bey of Tunis. This potentate, it is said, not being able to pay the indemnity claimed by France, was informed that the Khasnadar had forty millions of savings concealed in a cistern; and, that in consequence of that discovery his highness was in a position to give France six millions, six to Italy, six to Prussia, as much to England, &c. This Arabian Nights' story may have for its companion the statement of the *Avenir*, a Luxembourg journal, which relates how five Prussian officers were found working, in the disguise of journeymen masons, at the fortifications of Verdun; how four escaped and one was arrested, and how the plans were immediately modified in consequence. One story is on a par with the other."

AMUSEMENTS.

Academy of Fine Arts, Chestnut Street, above Tenth. Open from 9 A. M. to 6 P. M. Benjamin West's Great Picture of CHRIST REJECTED still on exhibition. jy29-tf

Fox's American Variety Theatre, Every Evening and Saturday Afternoon. Great Combination Troupe. In Grand Ballets, Ethiopian Burlesques, Songs, Dances, Gymnast Acts, Pantomimes, &c.

SPECIAL NOTICES.

Office of the Salem Coal Company, 11 Merchants' Exchange. Philadelphia, July 18th, 1868. A special meeting of the Stockholders will be held at the office of the Company, on Tuesday, the 28th inst., at 1 P. M., for the purpose of closing the affairs of the Company. jy20-7t A. L. MASSEY, Secretary.

Office of the Spring Mountain Coal Company, 111 Broadway, New York, July 15, 1868. Notice is hereby given that the annual meeting of the Stockholders for the election of Directors, will be held at the office of the Company, on WEDNESDAY the 29th inst. Poll open from 12 o'clock M., to 1 o'clock P. M. The Transfer Books will be closed from the 20th to the 29th July, both days inclusive. jy15t29§ CHAS. RUNYON, Secretary.

Office of the Grand Island Iron Co., No. 121 Walnut Street. Philadelphia, June 10, 1868. In compliance with Act of Assembly of the State of Michigan, notice is hereby given that all the property of this Company, in the Northern Peninsula of Michigan, will be offered for sale at this office, on THURSDAY, August 20, 1868, at 12 o'clock M. By order of the Board of Directors. je13-48t§ THOMAS SPARKS, President.

DIVIDEND NOTICES.

West Jersey Railroad Company. Treasurer's Office, Camden, N. J., July 23d, 1868. The Board of Directors have this day declared a semi annual dividend of FOUR PER CENT. on the capital stock of the company, clear of United States tax, payable on and after August 3d, 1868, to the Stockholders of this date, at the Office of the Company, in Camden. The stock transfer books will be closed from the date hereof, until Tuesday, August 4th, 1868. jy24tau4§ GEORGE J. ROBBINS, Treasurer.

Dividend Notice.—The Board of Directors of the Clarion and Allegheny River Oil Company have THIS DAY declared a Dividend of FIVE (5) CENTS PER SHARE, from the net earnings of the Company, payable to the Stockholders on and after August 1st, 1868. R. H. HOWARD, Treasurer, 427 Market street, Philadelphia. Philadelphia, July 23d, 1868. jy24 6t*

Office of the Philadelphia and Trenton Railroad Company, No. 224 S. Delaware Avenue. Philadelphia, July 22, 1868. Dividend Notice. The Directors have this day declared a Semi-Annual Dividend of FIVE PER CENT. upon the Capital Stock, clear of taxes, out of the profits of the last six months, payable on and after AUGUST 1, proximo, to which time the Transfer Books will remain closed. jy23 9t§ J. PARKER NORRIS, Treasurer.

Dividend—Ocean Oil Company.—A Dividend of Five Cents per share has been declared, payable on and after August 1st, clear of taxes. Books close 27th, at 3 P. M.; open August 2d. DAVID BOYD, JR., Treasurer. July 23, 1868. jy23 25 27 29 31§

The Delaware and Raritan Canal and the Camden and Amboy Railroad and Transportation Companies. A dividend of (5) Five Per Cent. on the capital stock of the above companies, clear of U. S. Tax, will be payable on and after August 1st, 1868, at 111 Liberty street, New York, or 206 South Delaware Avenue, Philadelphia, to the Stockholders of July 15 1868. RICHARD STOCKTON, Treasurer. Princeton, July 20, 1868. jy21 12t

Philadelphia and Reading Railroad Company, Office 227 South Fourth Street. Philadelphia, June 25th, 1868. Dividend Notice. The transfer books of this Company will be closed on TUESDAY, June 30th, and be re-opened on THURSDAY, July 16th, 1868. A Dividend of Five per Cent. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in Common Stock on and after July 15th to the holders thereof as they shall stand registered on the books of the Company on the 30th inst. All payable at this office. je25-2m§ S. BRADFORD, Treasurer.

LUMBER.

MAULE, BROTHER & CO.

1868. SPRUCE JOIST. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. HEMLOCK. LARGE STOCK. LARGE STOCK. 1868.

MAULE, BROTHER & CO., 2500 SOUTH STREET.

1868. FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1868.

1868. WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1868.

1868. UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1868.

1868. SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1868.

1868. CIGAR BOX MAKERS. CIGAR BOX MAKERS. SPANISH CEDAR BOX BOARDS. FOR SALE LOW. 1868.

1868. CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. LARGE ASSORTMENT. 1868.

1868. CEDAR SHINGLES. CEDAR SHINGLES. CYPRESS SHINGLES. PLASTERING LATH. CHESTNUT PLANK AND BOARDS. 1868.

1868. SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. FLORIDA RED CEDAR. 1868.

MAULE, BROTHER & CO., 2500 SOUTH STREET.

PHELAN & BUCKNELL, Twenty-third and Chestnut Sts.

LARGE STOCK OF WALNUT, ASH AND POPLAR, ALL THICKNESSES, CLEAN AND DRY. FINE LOT WALNUT VENEERS. CEDAR, CYPRESS AND WHITE PINE SHINGLES. SEASONED LUMBER. MICHIGAN, CANADA AND PENNSYLVANIA, ALL SIZES AND QUALITIES. FLOORING AND HEAVY CAROLINA TIMBER, SPRUCE AND HEMLOCK JOIST. BUILDING LUMBER OF ALL KINDS. mh3-6m

Laths.—200,000 LATHS AFLOAT, FOR SALE BY E. A. SOUDER & CO., Dock street wharf. jy23-5t

Yellow Pine Lumber.—130,000 FEET YELLOW Pine Boards from St. Mary's, Ga., afloat, for sale by E. A. SOUDER & CO., Dock Street Wharf. jy23-5t

Canned Fruit, Vegetables, &c.—1,000 Cases fresh Canned Peaches; 500 cases fresh Canned Pine Apples; 200 cases fresh Pine Apples, in glass; 1,000 cases Green Corn and Green Peas; 500 cases fresh Plums in cans; 200 cases fresh Green Gages; 500 cases Cherries, in syrup; 500 cases Blackberries, in syrup; 500 cases Strawberries, in syrup; 500 cases fresh Pears, in syrup; 2,000 cases Canned Tomatoes; 500 cases Oysters, Lobsters and Clams; 500 cases Roast Beef, Mutton, Veal, Soups, &c. For sale by JOSEPH 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.

EDUCATION.

Bishopthorpe.—This Church School for Young Ladies will be opened the first of September next. Particular attention given to the physical education of the pupils. French will be taught by a resident governess, and, so far as practicable, made the language of the family. Address, for Circulars, MISS CHASE, Bishopthorpe, Bethlehem, Pa. jy21-tu th sa tocl§

Chegaray Institute, English and French, for Young Ladies, Boarding and Day Pupils, 1527 and 1529 Spruce Street, Philadelphia, Penna., Will re-open on MONDAY, Sept. 21st. Madame D'Hervilly has the pleasure of announcing that DR. ROBERT H. LABBERTON will devote his time *exclusively* to the Chegaray Institute. French is the language of the family and is constantly spoken in the Institute. je18-s tu th 6m

Edgehill School, Princeton, N. J. Boys thoroughly prepared for College, or for Business. Next session begins August 26. For circulars, address, REV. T. W. CATTELL. jy6-2m*

SHIPPERS' GUIDE.

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 F. M. Boggs. NORMAN, 1,203 tons, Captain Crowell. The SAXON, from Phila., on Wednesday, July 29, at 10 A. M. The NORMON, from Boston, on Monday, July 27, 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. Freight taken for all points in New England and forwarded as directed. Insurance ½. For Freight or Passage (superior accommodations), apply to HENRY WINSOR & CO., 338 South Delaware avenue. mv31

Philadelphia, Richmond and Norfolk Steamship Line. Through Freight Air Line to the South and West. Every Saturday, At Noon, from FIRST WHARF above MARKET street. THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. 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. fel-tf

Philadelphia and Southern Mail Steamship Company's Regular Lines, from Pier 19 South Wharves. The JUNIATA will sail FOR NEW ORLEANS, via HAVANA, on Wednesday, July 29th, at 8 o'clock A. M. The STAR OF THE UNION will sail FROM NEW ORLEANS, VIA HAVANA, on July —. The WYOMING will sail FOR SAVANNAH, on Saturday, July 25th, at 8 o'clock A. M. The TONAWANDA will sail for Savannah, on Saturday, August 1st, at 8 o'clock A. M. The PIONEER will sail FOR WILMINGTON, N. C., on Thursday, July 23d, at 6 o'clock P. M. Through Bills of Lading signed, and Passage Tickets sold to all points South and West. WILLIAM L. JAMES, General Agent. CHARLES E. DILKES, Freight Agent, No. 314 South Delaware avenue. no8

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, July 21st, at 8 o'clock. Passage to Havana, $40, currency. No freight received after Saturday. For freight or passage, apply to THOMAS WATTSON & SONS, 140 North Delaware avenue. au20

Notice. For New York, Via Delaware and Raritan Canal, Express Steamboat Company. The Steam Propellers of the Line leave *Daily* from first wharf below Market street. THROUGH IN 24 HOURS. Goods forwarded by all the Lines going out of New York—North, East and West—free of commission. Freight received at our usual low rates. WM. P. CLYDE & CO., 14 South Wharves, Philadelphia. JAS. HAND, Agent, 119 Wall street, cor. South, New York. mh19-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. fel-tf

For Antwerp. Refined Petroleum Only. The fine American ship "J. Montgomery," M. C. Mailing, master, having a large portion of her cargo engaged, will have quick dispatch. For balance of freight, apply to PETER WRIGHT & SONS, 115 Walnut street. jy9-tf§

For Antwerp—Petroleum. The British ship Santpareil, Captain McAlpin, is now loading for above port for freight or passage, apply to WORKMAN & CO., No. 123 Walnut street.

Wanted Immediately, Vessels to load at Charleston for Philadelphia. Liberal freights paid and despatch given. Apply to Edmund A. Souder & Co., 3 Dock street wharf. je30-tf

Notice—For New York, via Delaware and Raritan Canal—Swiftsure Transportation Company—Despatch and Swiftsure Lines.—The business by these Lines will be resumed on and after the 19th of March. For Freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., 132 South Wharves. [mh13-tf]

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. fel-tf

The Br. Brak "Ada," Murphy, Master, from Liverpool, is now discharging under general order, at the second wharf above Arch street. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. jy24-tf

The American Ship "Othello," Turkham, Master, from Liverpool, is now discharging at Smith's Wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. jy24-tf

The British Bark "John Eills," Melvin, Master, from Liverpool, is now discharging under general orders, at Race street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street. jy24-tf

Caution.—All Persons are Hereby Cautioned against harboring or trusting any of the crew of the Brig Chief, Bartaby Master, as no debts of their contracting will be paid by captain or consignees. jy22-tf WORKMAN & CO., Consignees.

Notice.—Consignees of Merchandise of Br. brig Chief, Bar'aby master, from Leghorn, will please attend to the reception of their goods. The vessel will commence discharging under general order, on FRIDAY, A. M., 24th inst., at Sansom street wharf, Schuylkill, when all goods not permitted will be sent to the public stores. WORKMAN & CO., 123 Walnut street. jy24 tf

Caution.—All Persons are Hereby Forbid harboring or trusting any of the crew of the N. G. bark SCHILLER, Minneman, Master, as no debts of their contracting will be paid by Captain or Consignee. WORKMAN & CO., 123 Walnut street. jy22-tf

All Persons are Hereby Cautioned against trusting any of the crew of the British bark Ada, Murphy, master, from Liverpool, as no debts of their contracting will be paid by either the captain or consignees. PETER WRIGHT & SONS, 115 Walnut street. jy20 tf

All Persons are Hereby Cautioned against trusting any of the crew of the Br. Bark John Eills, Melvin, master, from Liverpool, as no debts of their contracting will be paid by either the Captain or Consignees. PETER WRIGHT & SONS, No. 115 Walnut street. jy20tf

Notice.—The Consignees of Merchandise per bark SARAH A. DUDMAN, Perry, Master, from London, will please attend to the reception of their goods. The vessel will commence discharging at Race Street Wharf, under general order, on THURSDAY, A. M., 9th inst., when all goods not permitted will be sent to the Public Stores. WORKMAN & CO., 123 Walnut street, Consignees. jy7-tf

Caution.—All Persons are Hereby Forbid harboring or trusting any of the crew of the Norwegian bark Andreas, Captain Dahl, as no debt of their contracting will be paid by captain or agents. WORKMAN & CO. jy9-tf

Caution.—All Persons are Hereby Cautioned against trusting or harboring any of the crew of the N. G. ship Neptune, Dincke, master; as no debts of their contracting will be paid by Captain or Consignee. WORKMAN & CO., 123 Walnut street. jy1-tf

Caution.—All Persons are Hereby Cautioned against trusting or harboring any of the crew of the N. G. ship Electric, Junge, master, as no debts of their contracting will be paid by captain or consignees. WORKMAN & CO., 123 Walnut street. jy1 tf

Caution.—All Persons are Hereby Cautioned against trusting or harboring any of the crew of the N. G. bark Geestemunde, M. Kulken, master, as no debts of their contracting will be paid by captain or consignees. WORKMAN & CO., 123 Walnut street. jy1 tf

Caution.—All Persons are Hereby Cautioned against harboring or trusting any of the crew of the bark SARAH A DUDMAN, Perry, master, from London, as no debts of their contracting will be paid by Captain or Consignees. WORKMAN & CO., Consignees.

Notice.—The Consignees of Merchandise per bark "Hanson Gregory," from Genoa, will please attend to the reception of their goods. The vessel will commence discharging under general order, on FRIDAY, A. M., 3d instant, at Sansom Street Wharf, Schuylkill, when all goods not permitted will be sent to public stores. jy1 tf§ WORKMAN & CO., Consignees.

FOR SALE.

DESIRABLE GIRARD AVENUE RESIDENCE FOR SALE.

Beautiful & Commodious Dwelling House

South side of GIRARD AVENUE, 60 feet west of Fifteenth street. 117 feet 10 inches front on the avenue, by 185 feet deep to Cambridge street. Stable and Carriage House, with beautiful grounds surrounding. Possession given at once.

LUKENS & MONTGOMERY, jy18-s w 8t* 1035 BEACH STREET.

FOR SALE.

MORTGAGE OF $4,000. MORTGAGE OF $1,600. APPLY TO BALDERSTON & ALBERTSON, (BUILDERS,) No. 120 North Thirteenth Street. ap30 tf

WEST PHILADELPHIA PROPERTIES FOR SALE OR TO RENT.

The handsome Brown Stone RESIDENCES, Nos. 4108, 4110, 4112, 4114 and 4116 SPRUCE St. J. C. FELL & BRO., jy16 th s tu 1m* 120 South FRONT Street.

William Cresse, Real Estate Agent, Washington House, Washington St., Cape Island, N. J. Real Estate bought and sold. Persons desirous of renting cottages during the season will address or apply as above. Respectfully refer: Charles A. Rubicam, Esq., Henry C. Bumm, Esq., Francis McIlvain, Esq., and Augustus Merino, Esq. jy18-tf§

Country Seat and Farm for Sale, 50 or 100 acres. Bristol pike, above 7 mile stone, and near Tacony. Mansion house, coach shops, and dwellings to let. Apply on the premises, or to R. WHITTAKER, No. 610 Locust street. jy25,2t*

For Sale—Handsome New Stone Residence, in West Philadelphia; Mansard roof, bay windows, piazza, &c.; extra modern conveniences; large yard, with fountain; very desirable neighborhood. Apply to J. B. FERREE, 3404 Bridge street, near the premises. jy25-s tu th 4t*

For Sale.—A Handsome Modern Three-Story Brick Residence, with three-story double back buildings, situate on Poplar street, between Fifteenth and Sixteenth streets. Has every modern convenience, is well built and in good order. Lot 25 feet front by 170 feet deep to a 50 feet wide street. Immediate possession given. J. M. GUMMEY & SONS, 508 Walnut st.

For Sale—A Handsome Three-Story dwelling with three-story back buildings, No. 118 N. Nineteenth street, above Arch street, with all the modern improvements; built in the best manner; possession with deed; easy terms. Lot 24½ by 103 feet deep. Also, the desirable three-story dwelling, No. 925 Pine street. Apply to COPPUCK & JORDAN, 433 Walnut street.

For Sale.—A Handsome Modern Three-story Brick Residence, with attics and three-story double back buildings, situate on the east side of Nineteenth street, above Arch, finished throughout in a superior manner, with extra conveniences; first floor finished in walnut; lot 25 feet front by 100 feet deep. J. M. GUMMEY & SONS, 508 Walnut street.

West Philadelphia—For Sale—The Handsome Stone Residence, built in the best manner, with every convenience, and large lot of ground, situate No. 227 South Forty-second street. One of the best locations in West Philadelphia. J. M. GUMMEY & SONS, 508 Walnut street.

For Sale—The Modern Three-Story Brick Residence, with three story back buildings, situate northwest corner of Nineteenth and Filbert streets. Has all the modern conveniences, including two bath rooms. Lot 21 feet 6 inches front by 100 feet deep. J. M. GUMMEY & SONS, 508 Walnut street.

For Sale—The Handsome Three-Story brick dwelling, with attics, and three-story double back buildings, situate No. 932 Pine street. Has every modern convenience and improvement, and is in good order; lot 22 feet front by 116 feet deep. J. M. GUMMEY & SONS, 508 Walnut street.

For Sale—A Handsome Four-Story brick residence, with marble dressings, three-story double back buildings, extra conveniences and lot 176 feet deep to a street, situate on the south side of Arch street west of Twentieth street. J. M. GUMMEY & SONS, 508 Walnut street.

Factory.—For Sale—The Three-Story Brick Building, situate No. 222 La Grange street (between Second and Third, and Market and Arch), suitable for a light manufacturing business. J. M. GUMMEY & SONS, 508 Walnut street.

For Sale.—The New and Beautiful Residence in new block No. 329 South Seventeenth street, between Spruce and Pine, is just finished, and will be sold. Inquire of C. B. Wright, 1628 Spruce, or 149 South Third street. my16-tf

Cape May Cottage for Sale, Containing 7 rooms; eligibly located on York avenue. For particulars address M. C., this office. my6-tf

For Sale—Building Lots. Large lot Washington avenue and Twenty-third st. Three lots W. S. Franklin, above Poplar. Five lots E. S. Eighth, above Poplar. Lot E. S. Twentieth, below Spruce st. Lot E. S. Frankford road, above Huntingdon. Apply to COPPUCK & JORDAN, 433 Walnut st. my27tf

TO RENT.

HANDSOME COTTAGES, Nicely Furnished, To Rent for the Summer Season.

APPLY OR ADDRESS WILLIAM L. CRESSE, WASHINGTON HOUSE, Washington St., Cape Island, N. J. jy15 tf§

FOR RENT.

Premises 809 Chestnut Street, FOR STORE OR OFFICE.

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To Rent or for Sale.—The Three-Story Brick Dwelling, situate No. 230 South Twenty-first street; has every modern convenience; lot 18 feet front by 180 feet deep, to a 20 feet wide street. Immediate possession given. J. M. GUMMEY & SONS, 508 Walnut street.

REAL ESTATE SALES.

Lewis E. Wood, Auctioneer. EXECUTORS' SALE OF THE "HEATH HOUSE,"

At Schooley's Mountain Springs, N. J. (including Furniture and 30 acres of land) on THURSDAY, Aug. 6, 1868, at 4 o'clock P. M., on the premises, without reserve, rain or shine.

Possession to be given on the 15th October next.

TERMS.—One fourth cash, in sixty days, the remainder on bond and mortgage for a term of years.

For particulars or lithograph of property, apply to W. W. Marsh, Executor, Schooley's Mt.; or to Messrs. Clarke & Schenck, Merchants Hotel, N. Y.; or to Lewis E. Wood, Auctioneer, No. 69 Montgomery street, Jersey City, New Jersey. jy14-21t*

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ROBERT M. O'KEEFE, Plain and Ornamental House and Sign Painter, 1021 Walnut Street.

Glazing promptly attended to. my20 3m§

James A. Wright, Thornton Pike, Clement A. Griscom, Theodore Wright, Frank L. Neall. PETER WRIGHT & SONS, Importers of Earthenware and Shipping and Commission Merchants, No. 115 Walnut street, Philadelphia.

Cotton and Linen Sail Duck of Every width, from one to six feet wide, all numbers. Tent and Awning Duck, Papermakers Felting, Sail Twine, &c. JOHN W. EVERMAN & CO., No. 103 Church St.

Privy Wells.—Owners of Property—The only place to get privy wells cleansed and disinfected, at very low prices. A. PEYSSON, Manufacturer of Poudrette, Goldsmith's Hall, Library street.

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From our late Editions of Saturday.

The Baltimore Flood

LATER ACCOUNTS.

Full Details of the Disaster.

The Loss of Life and Property.

(From the Baltimore Sun of to-day.)

SPREAD OF THE WATERS.

The water rose suddenly nearly twenty feet, and poured it to the streets, at one time covering a space of ground on the west side of the falls, extending westward to the intersection of Lexington and Calvert streets; thence northerly to the Calvert station, the interior of which was converted into a large lake. On Holliday street the water flowed, from Monument street to Baltimore street, thence running around the corner of Holliday into Baltimore, flowed into Gay, where the stream extended southwardly to Lombard, and thence, by various channels to the docks. On the east side of the falls the water extended along Front and Buren streets, overflowing the cellars, including the basement of St. Vincent's Orphan Asylum, but doing no other material damage there. All communication between the eastern and western sections of the city was cut off for the time, except by the Eager street bridge, at a high point on the north, it being too dangerous to attempt to cross the torrent in boats.

The scene from the bridge at Eager street when the water was at its greatest height, was very striking. Its yellow flood came down with a turbulent roar like some mountain torrent, bringing in its headlong rush fragments of bridges and buildings, uprooted trees, drift wood, fences, sheds, outhouses, oil tanks, barrels, merchandise, &c. As soon as the rain slackened crowds of people flocked to the banks of the stream to witness and view the scene of destruction. In that part of the city which was formerly the bed of the stream, many houses, shops, &c., were inaccessible, and boats were moving about in different streets to afford relief.

THE CITY BRIDGES.

The small wooden bridge at Charles street avenue, was the first within the city limits to give way, and sweeping down, with other debris from above, passed under the lofty Belvidere and Eager street bridges, the latter being a stone arch, and reaching thence the iron bridge at Madison street, struck it, causing that bridge to give way, and soon after the bridges at Monument, Centre, Bath, Hillen and Fayette streets, making seven bridges in all in the city, swept away. Gay street bridge was sprung, but stands, as do also Baltimore, Lombard and Pratt bridges, though they were overflown. The railing of Gay street bridge is swept off.

DAMAGE TO FACTORIES, ETC.

The manufactories, stores and dwellings on the line of Jones' Falls all suffered more or less damage. On the west side of the falls the manufactory of the Pearl Hominy Company was damaged to about $3,000. The tannery establishment of Messrs. Appold & Sons was injured by an overflow of the vats and loss of stock swept away. Loss not ascertained, probably $10,000. J. H. Beald & Co.'s tannery was damaged, it is supposed, about $20,000, the vats being overflowed, and parts of another building swept away.

Messrs. Denmead & Sons had the outer walls of one of their machine shops washed away, and lost machinery, tools and stock to the amount of $5,000. Messrs. Bayfield & Gregg, tanners, had their vats overflowed and a building carried away. Loss not ascertained; probably about $20,000. Messrs. Smith & Curlett, soap and candle manufacturers, suffered a heavy loss from the destruction of their stock by water and from damage to their machinery. Messrs. Parlett & Mullhoffer, carriage dealers, corner of North and Saratoga streets, lost about $2,900.

The Monument Mills, on North street, owned by Messrs. H. M. Warfield & Co., suffered severely. The dam, race, head gate, &c., were carried away, and much valuable machinery damaged by the water and mud. The water was thirty feet deep in the building, being up to the burr floor. The damage will amount to a considerable sum, besides the loss of time at one of the busiest seasons of the year.

The dwelling of Dr. J. McWilliams, on the east side of Jones' falls, on Fayette street, a three-story house, was washed away, nothing but the east wall being left standing. The family of the doctor had fortunately been removed previous to the falling of the wall. Loss estimated at about $3,000.

The Baltimore Special dispensary, No. 73 North street, was filled with water up to within two feet of the ceiling. The apothecary shop is entirely destroyed, the loss being not less than $400.

The foundation of the large building on the corner of Front and Plowman streets, occupied by Messrs. Bentley, Larrabee & Co., as an iron foundry, gave way and the front and west walls fell with a tremendous crash. Fortunately the workmen had left the premises, and no one was injured. The place was entirely submerged with water. The loss is very heavy.

The soap and candle manufactory of Messrs. Armstrong & Co., on Concord street, was submerged to the depth of about ten feet. The building was but slightly injured, but the loss in stock and machinery is large.

The extensive sugar refinery of Messrs. Woods, Weeks & Co., corner of Concord and Lombard streets, the rear wall being on Jones's falls, appeared to be in a precarious condition, with floating debris piled against it, and a large amount of valuable machinery rendered worthless for the time being. There was also a considerable stock of sugar on the lower floor, which was either washed away or destroyed. The loss is variously estimated at from $25,000 to $30,000.

A large amount of sugar and molasses lying on the docks at the foot of Frederick and Gay streets, was washed away and destroyed involving a heavy loss. The sugar and molasses was the property of several importers, and it is impossible to estimate the loss. The loss of Messrs. Fisher Brothers is set down at $10,000. Messrs. Kirkland Chase & Co., lost but little.

The heads of Smith's, Spear's, and Dugan's wharves were washed away clear up the railway track on Pratt street, and in one or two cases the railway track was injured. It being impossible to pass the trains over it last evening, the passengers were transferred to other cars, and thus the through travel was uninterrupted.

The various lumber dealers on both sides of Jones's Falls, from Pratt street bridge to the basin, lost heavily, large quantities of lumber, shingles, staves, &c., being washed away. Some of the lumber yards were left with scarcely any stock.

Merrill Manufacturing Company's dam at Belvidere bridge is partly destroyed.

The water extended through Holliday street to the corner of Fayette, entirely submerging all the houses from Monument street, five or six squares to that point. The office of the police marshal, the police station, and all places of business were only accessible by boats, a number of which were brought from South Baltimore on drays. The Holliday Street Theatre had ten feet of water in the parquette, the basement being filled. Mr. Ford estimates his loss at not less than $2,000. The extensive excavation opposite, for the basement of the new City Hall, was also filled. The central police station was inaccessible last night, and by order of Marshal Farlow the business of the district was transacted at the Marshal's office. All the residents on this street lost more or less, and it will require weeks to remove the water and dirt from yards and cellars.

The water rose so rapidly and unexpectedly that many persons employed in the lower stories made narrow escapes with their lives. At the copper foundry of Mr. Joshua Regester the workmen had a very narrow escape, Mr. Samuel Regester sank exhausted three times before he was rescued from the building. Mr. Regester's loss is very considerable, as is also that of Messrs. Emrich & Flynn, machinists, adjoining.

Harrison street was entirely under water to the depth of ten or twelve feet, and being the street next adjacent to the falls was, of course, the last street which the water left. In fact, up to a late hour last night it was next to impossible to get into this thoroughfare on account of the mud left by the retiring waters, and the wrecked materials on every side. This street is mostly occupied by Israelites engaged in small retail business, and as no one escaped the loss in the aggregate is very heavy. Nearly all the awning and lamp-posts were carried away by the heavy timbers which passed down.

The water extended from east of Front street to Gay street, on Baltimore street, and the destruction of property has been heavy. For a time, also, the water ran out of Holliday street into Baltimore street. Mr. Berry, No. 25, known as the China Tea store, estimates his loss at not less than $10,000. Mr. Selmer, dry goods dealer, No. 27, loses about $6,000. Messrs. Rosenfeld & Co., corner of Baltimore street and Market space, were successful in getting a quantity of their stock out of the way, and consequently their loss is only about $1,500. Messrs. Smith Bros. & Co., clothiers, sustained considerable loss by their stock being damaged.

The business men on South Frederick street all lost more or less heavily by the destruction and washing away of their stock. Mr. Nicholas Magers, No. 11, tobacco dealer, estimates his loss at $5,000 to $6,000 in leaf tobacco; his cellar was filled with mud and water, the latter being four feet on the first floor. Messrs. Sands & Co., No. 44 South Frederick street, estimate their loss at $1,000 on stock, and the building received some damage. Mr. Robert Turner, feed merchant, was a heavy loser in the destruction of his stock.

GAY AND SARATOGA STREETS.

Gay street, from Fayette street to the bridge, and Saratoga street, from Gay to Calvert, were both completely under water, and the loss to those residing or doing business on both, is very considerable.

On Gay street, in the low part, south of the bridge, the great amount of debris having blocked the water up, forced it into the back part of the stores and through to the front, forcing windows and goods out into the street. Nearly all the houses and stores in the vicinity of the Gay Street Bridge were more or less damaged.

The water reached the tops of the awning posts in front of some of the stores, damaging or destroying nearly all the contents of first floors and cellars.

The water on Calvert street extended from Calvert Station to within a few feet of Lexington street, several squares, causing considerable damage to the furniture of persons residing between the two points.

On North street the water rose still higher than reached by it on Calvert street, in some instances entering the second stories of the buildings situated in the lowest portions of the street. A number of the flour and grain dealers suffered heavy losses. George Young & Co., No. 8 North street, were among those who suffered most, their loss being estimated at several thousand dollars.

Here the loss is heavy, both sides of the space being occupied by parties engaged in business of various sorts. At the fish-market space the water rose up to the roof of the market, a distance of some ten feet. For three hours a man was observed upon the roof, he having taken refuge there, and the current being too strong to venture out to him in a boat, he was only rescued when the flood had greatly subsided. It was impossible last evening to ascertain the individual losses.

Against the Institute building at that point immense amounts of lumber, barrels, goods of various sorts, &c., were piled to the tops of the doors, and the street and pavement washed into a deep gully.

The thick brick wall surrounding the yard of the German Zion Church, on North Gay street, both on Holliday and Gay streets, gave way, and fell with a heavy crash. The rear wall of the church is also said to be damaged.

BOATING ON THE INUNDATED STREETS.

Numerous boats were promptly ordered by the police board, most of which were obtained from the wharves, and launched at the Holliday Street Theatre. Crews of police, with experienced boatmen, were sent through Calvert, North, Holliday and other streets, for the purpose of removing families and furniture. Many people refused the proffered aid, preferring to guard their property. In the neighborhood of North, Bath and Davis streets, thieves were busy plying their trade. Police Commissioner Jarratt, in a boat, was appealed to by a party in the most piteous terms to go to his house, in the vicinity of Bath and Davis streets, into which a party of men swimming had been seen to enter.

The commissioner and party pulled for the house, mooring their boat at the second story window, where an entrance was made. A search of the premises, to the dismay of the owner of the house, elicited the fact that his money, $570 as he said, was gone. Shortly afterwards it was discovered that his wife, fearing the flood, had secured the money on her person without informing her husband.

A RAILROAD CAR IN THE FLOOD.

About one o'clock city passenger car No. 14, John Plummer, conductor, and Wm. Bleodgood, driver, in passing from Gay street bridge, was caught by the flood when opposite Harrison street. The body was lifted by the force of the current from the track and carried rapidly down Harrison street until it reached the corner of Gay. Here it lodged against the restaurant of Mr. John English. The driver managed to loosen his team and the horses were saved. There was a lady and two gentlemen in the car at the time; the former was rescued by means of a rope thrown to her as the car swept down the street; the male passengers were rescued by a lady in the house against which the car lodged, she helping them out from the second story window.

PERSONS DROWNED.

An unknown man was found drowned at Pratt street bridge, and another at Concord street, both bodies being taken to the eastern police station. Another unknown man was found on the premises of Mr. Hugh Bolton, McElderry's wharf. Late last evening, when the water left Harrison street, the body of a German named Abraham Keyser, residing at 43 Harrison street was found on the pavement of the house adjoining his dwelling. Coroner Carr was notified and will hold inquests on the bodies this morning. It is feared that other bodies have been washed into the basin, and that others still may be found in the many cellars now filled with water.

Notwithstanding the great height at which the water had been, it subsided mostly before night, and Baltimore and Pratt street bridges became passable. The pavements were found washed up in various places, and mud lay thick where the water had been.

THE GENERAL LOSS.

The loss of property, public and private, including general damage within the area of the flood, will probably amount to several millions of dollars.

The loss of life, so far as ascertained, is confined to four persons. Had the flood happened at night, as was the case at a former great freshet in 1837, the destruction of human life must have been largely increased. On that occasion some twenty lives were lost. It is conceded that the flood of yesterday was of greater extent than any which has occurred in Jones' falls, not excepting the one of 1817, remembered by the older inhabitants.

[From to-day's Baltimore American.]

A MAN SWEPT DOWN THE PRATT STREET FALLS.

Whilst the flood was at its height, the spectators of the fearful scene on the lower portion of the Falls were horrified at beholding a man in the middle of the mad watercourse struggling bravely for his life. Whilst evidently fully aware of his awful peril, he was yet showing great presence of mind and a cautiousness that seemed to warrant the hope that he must surely be saved. On he sped, striking out bravely with his hands, diving, and now and then avoiding obstructions, and to clear the timbers of the bridges as he neared them. He passed in this way Lombard street bridge, Pratt street bridge, and the rent suddenly dashed the poor fellow headforemost against a small tug boat, when he sunk and was lost. The name of this victim has not been learned, and so far as we are advised, his body has not been recovered.

THE HARBOR.

But little damage was done to the shipping in the harbor, although the tide was unusually high. After the rain and wind had subsided, hundreds of small boats filled the Basin, some engaged in ferrying passengers from one side to the other, who gladly availed themselves of this mode of communicating with their families. There were other boats, however, that were not employed in such honest enterprise.

At the mouth of Jones's Falls and its immediate vicinity were a number of small craft engaged in gathering up the wreck of homesteads that the torrent had destroyed, collecting lumber, barrels, hogsheads, household utensils, and in fact articles of every description, not for the purpose of saving them, but for plunder. These "river pirates" would secure a boat load of anything that they could get hold of, run it over to the Federal Hill or Locust Point side of the Basin, land it there, and return for a fresh cargo. These pirates seemed to be principally engaged in capturing the staves and ends of hogsheads used by the sugar refineries, thousands of which were floating in the Basin, having been swept away from the sugar refineries bordering on its line.

LOSS OF LIFE NEAR THE RELAY HOUSE—A MAN RIDES SEVEN MILES ON A LOG.

Yesterday morning, while the flood in the Patapsco was rising very rapidly, three men, James Byden, George Byden and another named Hawk, employees at one of Mr. Winans' farms, about a mile this side of the Relay House, went out in a row boat to an island in the river opposite the farm, for the purpose of securing a small steamboat belonging to Mr. Winans, and lying at anchor at the island. While on the island the water gained on them so rapidly that they were obliged to seek refuge in the limbs of a sycamore tree. The water still continued rising, and after the men had remained in the tree half an hour, endeavoring to save themselves from the masses of timber that was rushing down the stream, the tree was uprooted, and they were thrown into the current. George Byden has not been seen since, and is supposed to have been drowned. Hawk was thrown higher up on the island, and is supposed to have been killed by the force of the shock. A tug will be sent after him as soon as the water subsides sufficiently to allow of its use, but it is hardly possible that he has survived the danger he encountered. James Byden managed to get astride of an immense log, and was washed down through the boiling and seething current, until he reached the Long Bridge, at the foot of Light street, where he clutched some of the timbers and saved himself by getting upon the bridge. During his perilous passage of seven miles, he was severely bruised and cut by the debris which was floating down the river, pieces of which were continually striking him. He barely escaped with his life, and his adventure may be regarded as one of the most remarkable of this remarkable episode. He was put into a carriage and sent to his home at Winans' farm.

ELLICOTT'S MILLS.

From the line of the Baltimore and Ohio Railroad, between Ilchester and Ellicott City, fragmentary reports are received, which, meagre as they are, sufficiently indicate an immense destruction of life and property. About midday the covered turnpike bridge at Ellicott City gave way with a thundering crash, and the huge mass went whirling down the stream. Two miles further down it struck the new iron railroad bridge of the Baltimore and Ohio Railroad Company. It was thought at first that the structure would stand the pressure, but as the mass of tiles piled higher and higher against it, it too gave way and is entirely ruined.

That portion of Ellicott City lying at the foot of the hills on either side of the river was thoroughly flooded. Everything was washed away, and a number of lives lost. Dr. Owens's house was uprooted from its foundation and his wife and five children drowned. Mr. Morrison and family, and Mr. Reese and family, were also drowned. What number of persons were comprised in these households cannot be ascertained.

The foundations of the granite cotton mills were so far weakened by the rush of waters that one wall of the building settled down into the stream, and the structure was greatly damaged. The loss of life by this casualty is believed by parties from Ellicott City to be not so great as sixty, as the telegraph reported, but will reach ten or twelve. More definite information than this they cannot give, as everything was in confusion and turmoil when they came away.

Milliken's, Bradley's, Elisha's and Collier's stores at Ellicott City were washed away, their entire stock lost, but no damage was done to life or limb. Woodyear's flouring mills have also sustained great loss to machinery and stock.

Persons residing in this vicinity say the water was eight feet, at least, higher than it has ever been known to come before. The rush and volume of water was frightful and we shall not probably hear for several days of the entire loss of life and property thereabouts.

CITY BULLETIN.

City Mortality.—The number of interments in the city for the week ending at noon to-day was 543, against 361 the same period last year. Of the whole number, 202 were adults, and 341 children—232 being under one year of age; 284 were males, 259 females; 172 boys, and 169 girls.

The number of deaths in each Ward were as follows:

Wards.		Wards.	
First	35	Sixteenth	14
Second	37	Seventeenth	20
Third	10	Eighteenth	13
Fourth	22	Nineteenth	30
Fifth	26	Twentieth	40
Sixth	11	Twenty-first	11
Seventh	35	Twenty-second	13
Eighth	13	Twenty-third	14
Ninth	16	Twenty-fourth	15
Tenth	14	Twenty-fifth	14
Eleventh	19	Twenty-sixth	12
Twelfth	8	Twenty-seventh	15
Thirteenth	16	Twenty-eighth	1
Fourteenth	17	Unknown	21
Fifteenth	37		

The principal causes of death were: Apoplexy, 8; congestion of the brain, 36; coup de soleil, 40; convulsions, 26; consumption, 37; cholera infantum, 134; cholera morbus, 5; debility, 15; dysentery 10; diarrhœa, 12; drowned, 12; typhoid fever, 13; whooping cough, 7; inflammation of the brain, 10; marasmus, 14; old age, 9; and palsy 10.

Not Yet Recovered.—The work of grappling for the body of Samuel H. Nicholson, who has been missing since Thursday night, and is supposed to have been drowned, was continued today, but without success.

Coal Statement.

The following is a statement of the coal transported over the Delaware and Hudson Canal for the week and season ending July 18, and the same period last year:

	Week. Tons.	Season. Tons.
Delaware and Hudson Canal	37,573	669,784
Pennsylvania Coal Company	1,654	21,742
Total	39,027	692,526
For same period last year:		
Delaware and Hudson Canal	39,804	615,062
Pennsylvania Coal Company	590	9,299
Total	40,394	624,361

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

JACKSONVILLE—Schr E D Finney, Tuttle—110,000 ft pitch pine lumber T P Galvin & Co.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Wm Penn	London	New York	July 11
Colorado	Liverpool	New York	July 14
Louisiana	Liverpool	New York	July 15
Moravian	Liverpool	Quebec	July 16
Allemannia	Southampton	New York	July 17
Australasian	Liverpool	New York	July 18
City of Washington	Liverpool	N Y via Halifax	July 18
St Laurent	Brest	New York	July 18
Palmyra	Liverpool	New York	July 21
Hermann	Southampton	New York	July 21
Nebraska	Liverpool	New York	July 21

TO DEPART.

Germania	New York	Hamburg	July 28
Java	New York	Liverpool	July 29
Tarifa	New York	Liverpool	July 29
America	New York	Bremen	July 30
Columbia	New York	Havana	July 30
San Francisco	New York	Vera Cruz	Aug. 1
City of Paris	New York	Liverpool	Aug. 1
Columbia	New York	Glasgow	Aug. 1
Pennsylvania	New York	Liverpool	Aug. 1
Allemannia	New York	Hamburg	Aug. 4
Dakota	New York	Aspinwall	Aug. 4
Colorado	New York	Liverpool	Aug. 5
Australasian	New York	Liverpool	Aug. 5
St Laurent	New York	Havre	Aug. 8
Wm Penn	New York	London	Aug. 8
Louisiana	New York	Liverpool	Aug. 8
City of London	New York	Liverpool	Aug. 8
Caledonia	New York	Glasgow	Aug. 8

BOARD OF TRADE.

JAMES T. YOUNG, COATES WALTON, THOMAS POTTER. MONTHLY COMMITTEE.

MARINE BULLETIN.

PORT OF PHILADELPHIA—July 27.

Sun Rises, 4 52 | Sun Sets, 7 8 | High Water, 8 26

ARRIVED YESTERDAY.

Brig Ellen P Stewart, Holland, 10 days from Trinidad, with sugar to S & W Welsh.

ARRIVED ON SATURDAY.

Steamer Geo H Stout, Ford, from Washington, with mdse to W P Clyde & Co.

Steamer Norfolk, Vance, from Richmond and Norfolk with mdse to W P Clyde & Co.

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

Steamer Black Diamond, Meredith, 24 hours from New York, with mdse to W M Baird & Co.

Steamer Frank, Pierce, 24 hours from New York, with mdse to W M Baird & Co.

Brig Speed (Br), Larkins, 4 days from New York, in ballast to S C Fedrick.

Schr Luck, Townsend, 5 days from Newbern, NC, with lumber to Lathbury, Wickersham & Co.

Schr Sarah Bruen, Adams, from Wilmington, NC, with lumber to captain.

Schr E D Finney, Tuttle, 6 days from Jacksonville, Fla, with lumber to Lathbury, Wickersham & Co.

Schr Hattie, Gilchrist, 7 days from Bangor, with lumber to captain.

Schr Fotori, Trouax, 1 day from Leipsic, Del, with grain to Jos E Palmer.

Schr J H Marvel, Quillin, from Richmond, with lumber to J W Gaskill & Son.

Schr G K Jackson, Hackman, Salem.
Schr E B Wheaton, Little, Providence.
Schr B F Reeves, Brannin, Boston.
Schr W F Garrison, Morris, Boston.
Schr S B Franklin, Muir, Boston.
Schr D Brittain, Springer, Boston.
Schr R W Godfrey, Garwood, New York.
Schr J Porter, Burroughs, Boston.
Schr J S Welden, Bowen, Salem.
Schr H W Benedict, Case, Salem.

Tug Lookout, Alexander, from Baltimore, with a tow of barges to W P Clyde & Co.

Tug Chesapeake, Merehon, from Baltimore, with a tow of barges, to W P Clyde & Co.

Tug Fairy Queen, Shears, from Baltimore, with a tow of barges to W P Clyde & Co.

CLEARED ON SATURDAY.

Steamer New York, Jones, Washington, W P Clyde & Co.
Steamer Valley City, Morgan, Richmond, W P Clyde & Co.
Steamer S Shriver, Dennis, Baltimore, A Groves, Jr.
Steamer Ann Eliza, Richards, New York, W P Clyde & Co.
Steamer W Whilden, Riggans, Baltimore, Reuben Foster.
Brig Theo Reimers (NG), Misch, Gibraltar for orders, L Westergaard & Co.
Brig Herald, Wood, Havana, Geo W Bernadou & Bro.
Brig Eagle, Parker, Digby, NS, E A Souder & Co.
Schr S B Franklin, Muir, Roxbury, L Audenried & Co.
Schr Locniel, Haskell, Bath.
Schr Eliza A Hooper, Hooper, Cambridgeport, Audenried, Norton & Co.
Schr J Stroup, Crawford, Chelsea, Caldwell, Gordon & Co.
Schr J H Marvell, Quillin, Norfolk, Sinnickson & Co.
Schr B F Reeves, Brannin, Richmond, Borda, Keller & Nutting.
Schr J S Welden, Bowen, Malden, Weld, Nagle & Co.
Schr H W Benedict, Case, New Bedford.
Schr Addie Fuller, Henderson, Boston, Lathbury, Wickersham & Co.
Tug Fairy Queen, Shears, for Baltimore, with a tow of barges, W P Clyde & Co.
Tug Chesapeake, Merehon, for Baltimore, with a tow of barges, W P Clyde & Co.
Tug Lookout, Alexander, for Baltimore, with a tow of barges, W P Clyde & Co.

Correspondence of the Philadelphia Exchange.

LEWES, Del., July 25—6 A. M.

Ships Germania, for Antwerp; Leocadia, for Bremen; bark Jenny, for Rotterdam; brigs Moonlight, for Portland, and Isis, for Barbadoes, all from Philadelphia, went to sea this morning. JOSEPH LAFETRA.

Correspondence of the Philadelphia Evening Bulletin.

READING, July 24, 1868.

The following boats from the Union Canal passed into the Schuylkill Canal, bound to Philadelphia, laden and consigned as follows:

Willie Edgar, with mills to Reading RR Co; Piffer & Manning, lumber to Taylor & Betts; Two Sisters, do to J Keely; Emma, iron ore to Thomas, Cook & Co. F.

MEMORANDA.

Ship Belle of the Sea, Spear, hence for San Blas, which put into Boston June 15, leaky, having repaired, left Boston on Friday to proceed on her voyage.

Steamer Lord Lovell (Br), Jones, cleared at New York 25th inst. for Havana.

Steamers Gen Meade, Sampson, and Cortes, Nelson, for New Orleans, cleared at New York 25th inst.

Steamer City of Antwerp (Br), Mirehouse, cleared at New York 25th inst. for Liverpool.

Steamer Wm Penn, Billinge, from London for N York, at Havre 10th inst.

Steamer Colorado, Cutting, cleared at Liverpool 14th inst. for New York.

Steamer Ariel, Jones, sailed from Bremerhaven 11th inst. for New York.

Bark Lady Stanley (Br), Henley, for this port, sailed from Leghorn 4th inst.

Bark Glasgow, Crane, hence at Cuxhaven 11th inst.

Bark Addie McAdam, Partridge, entered out at Newcastle 13th inst. for New York.

Bark Ephraim Williams, Hoff, was loading at Charleston 23d inst. for this port.

Bark Warren (Br), Averill, cleared at N York 25th inst. for Montevideo and Buenos Ayres.

Brig J D Lincoln, Merriman, at Portland 23d inst. from Cardenas.

Brig Wm Welsh, Strobridge, hence at Genoa 10th inst.

Brig Ocean Belle, Hall, hence 20th inst. for Leghorn, was spoken 22d. Absecom bearing WNW 35 miles.

Brig Valencia, Small, sailed from Millbridge 17th inst. for Montevideo.

Schr Argus Eye, Mayhew, was loading at Charleston 23d inst. for this port.

Schrs M H Stockham, Cordery, for this port; Conservative, Boyd, for Wilmington, Del, and Wm L Springs, Millard, for New York, were loading at Wilmington, NC, 23d inst. The M H Stockham was struck by lightning 23d inst. and had topmast split; no other damage.

Schr Emeline Haight, Avery, sailed from Bangor 23d inst. for this port.

Schr J S Pierce, Poulson, hence at Washington 24th inst.

Schr John Shay, Vaughn, cleared at New York 25th inst. for this port.

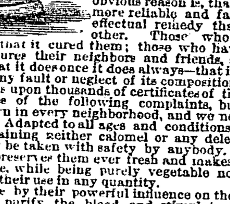
Schr Helen M Waite, McRae, cleared at Calais 22d inst. for this port.

Schr White Swan, Collins, hence at Calais 19th inst.

NOTICE TO MARINERS.

Captain Howes, of the steamer McClellan, at Boston from Baltimore, reports that the bell of the Pollock Rip Lightship is broken, and that those on board were compelled to use a horn during the fog. He passed her on Friday evening during a fog. This is the seventh time that the loss of the bell on this important ship has been reported.

MEDICINAL.



Ayer's Cathartic Pills, for all the purposes of a Laxative Medicine.—Perhaps no one medicine is so universally required by everybody as a cathartic, nor was ever any before so universally adopted into use, in every country and among all classes, as this mild but efficient purgative Pill. The obvious reason is, that it is a more reliable and far more effectual remedy than any other. Those who have tried it, know that it cured them; those who have not, know that it cures their neighbors and friends, and all know that what it does once it does always—that it never fails through any fault or neglect of its composition. We have thousands upon thousands of certificates of their remarkable cures of the following complaints, but such cures are known in every neighborhood, and we need not publish them. Adapted to all ages and conditions in all climates; containing neither calomel or any deleterious drug, they may be taken with safety by anybody. Their sugar coating preserves them ever fresh and makes them pleasant to take, while being purely vegetable no harm can arise from their use in any quantity.

They operate by their powerful influence on the internal viscera to purify the blood and stimulate it into healthy action—remove the obstructions of the stomach, bowels, liver, and other organs of the body, restoring their irregular action to health, and by correcting, wherever they exist, such derangements as are the first origin of disease.

Minute directions are given in the wrapper on the box, for the following complaints, which these *Pills* rapidly cure:

For Dyspepsia or Indigestion, Listlessness, Languor and Loss of Appetite, they should be taken moderately to stimulate the stomach and restore its healthy tone and action.

For Liver Complaint and its various symptoms, Bilious Headache, Sick Headache, Jaundice or Green Sickness, Bilious Colic and Bilious Fevers, they should be judiciously taken for each case, to correct the diseased action or remove the obstructions which cause it.

For Dysentery or Diarrhœa, but one mild dose is generally required.

For Rheumatism, Gout, Gravel, Palpitation of the Heart, Pain in the Side, Back and Loins, they should be continuously taken, as required, to change the diseased action of the system. With such change those complaints disappear.

For Dropsy and Dropsical Swellings they should be taken in large and frequent doses to produce the effect of a drastic purge.

For Suppression a large dose should be taken, as it produces the desired effect by sympathy.

As a Dinner Pill, take one or two Pills to promote digestion and relieve the stomach.

An occasional dose stimulates the stomach and bowels into healthy action, restores the appetite, and invigorates the system. Hence it is often advantageous where no serious derangement exists. One who feels tolerably well, often finds that a dose of these Pills makes him feel decidedly better, from their cleansing and renovating effect on the digestive apparatus.

Dr. J. C. AYER & CO., Practical Chemists, Lowell, Mass., U. S. A.

J. M. MARIS & CO., Phila., Wholesale Agents. se2 mly

Oral Dentallina.—A Superior Article for cleaning the Teeth, destroying animalcula which infest them, giving tone to the gums, and leaving a feeling of fragrance and perfect cleanliness in the mouth. It may be used daily, and will be found to strengthen weak and bleeding gums, while the aroma and detersiveness will recommend it to every one. Being composed with the assistance of the Dentist, Physicians and Microscopist, it is confidently offered as a reliable substitute for the uncertain washes formerly in vogue.

Eminent Dentists, acquainted with the constituents of the Dentallina, advocate its use; it contains nothing to prevent its unrestrained employment. Made only by JAMES T. SHINN, Apothecary, Broad and Spruce streets.

For sale by Druggists generally, and Fred. Brown, Hassard & Co., C. R. Keeny, Isaac H. Kay, C. H. Needles, T. J. Husband, Ambrose Smith, Edward Parrish, Wm. B. Webb, James L. Bispham, Hughes & Combe, Henry A. Bower, D. L. Stackhouse, Robert C. Davis, Geo. C. Bower, Chas. Shivers, S. M. McColin, S. C. Bunting, Chas. H. Eberle, James N. Marks, E. Bringhurst & Co., Dyott & Co., H. C. Blair's Sons, Wyeth & Bro.

Isabella Marianno, M. D., 227 N. Twelfth Street. Consultations free. my8-ly

SADDLES, HARNESS, &c.

TRAVELERS' GUIDE.

QUICKEST TIME ON RECORD. THE PAN-HANDLE ROUTE.

24 HOURS to CINCINNATI, via PENNSYLVANIA RAILROAD AND PAN-HANDLE, 7½ HOURS less TIME than by COMPETING LINES.

PASSENGERS taking the 8.00 P. M. TRAIN arrive in CINCINNATI next EVENING at 9.25 P. M., 25 HOURS. ONLY ONE NIGHT on the ROUTE.

THE WOODRUFF'S celebrated Palace State Room SLEEPING CARS run through from PHILADELPHIA to CINCINNATI. Passengers taking the 12.00 M. and 11.00 P. M. Trains reach CINCINNATI and all points WEST and SOUTH ONE TRAIN IN ADVANCE of all other Routes.

Passengers for CINCINNATI, INDIANAPOLIS, ST. LOUIS, CAIRO, CHICAGO, PEORIA, BURLINGTON, QUINCY, MILWAUKEE, ST. PAUL, OMAHA, N. T., and all points WEST, NORTHWEST and SOUTHWEST, will be particular to ask for TICKETS via PAN-HANDLE ROUTE.

TO SECURE the UNEQUALED advantages of this LINE, be VERY PARTICULAR and ASK FOR TICKETS "VIA PAN-HANDLE," at TICKET OFFICES, N. W. CORNER NINTH and CHESTNUT Streets, NO. 116 MARKET STREET, bet. Second and Front Sts., And THIRTY-FIRST and MARKET Streets, West Phila. S. F. SCULL, Gen'l Ticket Agt., Pittsburgh. JOHN H. MILLER, Gen'l East'n Agt., 526 Broadway, N.Y.

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 4, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.—At 7.30 A. M. for Reading and all intermediate Stations, and Allentown. 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, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.

The 7.30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, &c., and the 8.15 A. M. connects with the Lebanon Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R.R. trains for Williamsport, Lock Haven, Elmira, &c.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

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

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.00 A. M. Returning leaves Philadelphia at 4.30 P. M.; arrives in Pottstown at 6.35 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 5.15 P. M.; arrives in Reading at 8.00 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 8.45 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.05 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., 12.45 and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 6.20 A. M., 1.00 P. M. and 5.45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7.30 A. M. and 4.30 P. M. trains from Philadelphia, returning from Collegeville at 7.01 A. M. and 1.39 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

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 10.10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.

Returning, Express train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburgh, at 3 and 5.35 A. M., 9.35 P. M., passing Reading at 4.49 and 7.06 A. M. and 11.40 P. M., arriving at New York 10.00 and 11.45 A. M., and 5.00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburgh, without change.

Mail train for New York leaves Harrisburg at 8.10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6.30, 11.00 A. M. and 7.15 P. M., returning from Tamaqua at 7.35 A. M. and 1.40 and 4.35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.45 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.55 P. M., and from Tremont at 7.40 A. M. and 5.35 P. M.

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

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

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

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

Commutation Ticket, 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 5 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.

BAGGAGE.

Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 South Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PENNSYLVANIA CENTRAL RAILROAD.—Summer Time.—Taking effect May 10th, 1868.

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, the last car connecting with each train, leaving Front and Market streets thirty minutes before its departure. Those of the Chestnut and Walnut Street Railway run within one square of the Depot.

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, and at the Depot.

Agents of the Union Transfer Company will call for and deliver Baggage at the Depot. Orders left at No. 901 Chestnut street, No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:

Mail Train	at 8.00 A. M.
Paoli Accommodation No. 1	at 10.00 A. M.
Fast Line	at 12.00 M.
Erie Express	at 12.00 M.
Paoli Accom. Nos. 2, 3 & 4	at 1.00, 6.00 & 10.30 P. M.
Harrisburg Accommodation	at 2.30 P. M.
Lancaster Accommodation	at 4.00 P. M.
Parkesburg Train	at 5.30 P. M.
Cincinnati Express	at 8.00 P. M.
Erie Mail	at 11.15 P. M.
Philadelphia Express	at 11.15 P. M.
Accommodation	at 11.20 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 this train tickets must be procured and baggage delivered by 5.00 P. M., at 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ:

Cincinnati Express	at 1.25 A. M.
Philadelphia Express	at 7.10 "
Paoli Accom. No. 1	at 8.20 "
Parkesburg Train	at 9.10 "
Erie Mail	at 9.10 "
Fast Line	at 9.35 "
Lancaster Train	at 12.30 P. M.
Erie Express	at 4.20 "
Paoli Accom. Nos. 2 & 3	at 3.40 & 7.10 "
Day Express	at 5.00 "
Harrisburg Accom.	at 9.50 "

For further information, apply to JOHN C. ALLEN, Ticket Agent, 901 Chestnut street. FRANCIS FUNK, Agent, 116 Market street. SAMUEL H. WALLACE, Ticket Agent at the Depot.

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

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

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—Summer Arrangements.

On and after Monday, April 13, 1868, 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 A. M., and Oxford at 6.00 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 11.05 A. M., Oxford at 11.45 A. 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., runs 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.

mh12 HENRY WOOD, General Sup't.

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.

je28 ELLIS CLARK, Agent.

FOR CAPE MAY via WEST JERSEY RAILROAD.

From Foot of Market Street, (UPPER FERRY,)

Commencing Saturday, July 18th, 1868.

TRAINS LEAVE AS FOLLOWS: FOR CAPE MAY.

9.00 A. M., Cape May Express, due at 12.25 (noon.)
3.15 P. M., Cape May Passenger, due at 7.15 P. M.
4.00 P. M., Fast Express, due at 6.55 P. M.

RETURNING LEAVE CAPE ISLAND.

6.20 A. M., Morning Mail, due at 10.06 A. M.
9.00 A. M., Fast Express, due at 12.07 P. M.
5.00 P. M., Cape May Express, due at 8.33 P. M.

Sunday Mail and Passenger train leaves Philadelphia at 7.15 A. M. Returning leaves Cape Island at 5.10 P. M. Excursion Tickets, $3 00.

Cape May Freight trains leave Camden daily at 9.20 A. M., and Cape Island at 6.45 A. M.

Commutation Tickets between Philadelphia and Cape May, at the following rates:

Annual Tickets, $100; Quarterly Tickets, $50, for sale at the office of the Company in Camden, N. J.

Through tickets can be procured at No. 828 Chestnut street (Continental Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vineland and intermediate stations, at 8.00 A. M. and 3.15 P. M.

For Cape May, 9.00 A. M. and 3.15 P. M. and 4.0 P. M.

Woodbury Accommodation train, 6.00 P. M.

Bridgeton and Salem Freight train leaves Camden daily, at 12 (noon).

Commutation Checks between Philadelphia and all stations at reduced rates.

WM. J. SEWELL, Superintendent.

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 6.30 A. M., via Camden and Amboy, Accom.	$2 25
At 8 A. M., via Camden and Jersey City Express Mail,	3 00
At 2.00 P. M., via Camden and Amboy Express,	3 00
At 3.30 P. M., via Camden and Jersey City Express,	3 00
At 6 P. M. for Amboy and intermediate stations.	

At 6.30 and 8 A. M., 2 and 3.30 P. M., for Freehold.

At 8 and 10 A. M., 2, 3.30 and 4.30 P. M., for Trenton.

At 6.30 and 10 A. M., 1, 2, 3.30, 4.30, 6 and 11.30 P. M., for Bordentown, Burlington, Beverly and Delanco.

At 6.30 and 10 A. M., 1, 2, 3, 3.30, 4.30, 6 and 11.30 P. M., for Florence.

At 6.30 and 10 A. M., 1, 2.00, 4.30, 6 and 11.30 P. M. for Edgewater, Riverside, Riverton and Palmyra. 2 P. M. for Riverton and 3.30 P. M. for Palmyra.

At 6.30 and 10 A. M., 1, 2, 3.30, 4.30, 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.

From Kensington Depot:

At 11 A. M., via Kensington and Jersey City, New York Express Line — $3 00

At 7.00 and 11.00 A. M., 2.30, 3.30 and 5 P. M. for Trenton and Bristol. And at 10.15 A. M. for Bristol.

At 7.00 and 11 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown.

At 7.00 and 10.15 A. M., 2.30 and 5 P. M. for Schencks and Eddington.

At 7.00 and 10.15 A. M., 2.30, 4, 5 and 6 P. M., for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and intermediate Stations.

From West Philadelphia Depot, via Connecting Railway:

At 9.30 A. M., 1.20, 6.30 and 12 P. M. New York Express Line, via Jersey City — $3 25

At 1 A. M. Emigrant Line — 2 00

The 9.30 A. M. and 6.30 P. M. Lines run daily. All others, Sundays excepted.

At 9.30 A. M., 1.30, 6.30 and 12 P. M., for Trenton.

At 9.30 A. M., 6.30 and 12 P. M., for Bristol.

At 12 P. M. (Night) for Morrisville, Tullytown, Schencks, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford.

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 9.30 A. M. and 6.30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES from Kensington Depot.

At 7.00 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, &c.

At 7.00 A. M. and 3.30 P. M. for Scranton, Stroudsburg, Water Gap, 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.

CAMDEN AND BURLINGTON CO. AND PEMBERTON AND HIGHTSTOWN RAILROADS, from Market Street Ferry (Upper Side.)

At 8 A. M., 1, 4 and 6.15 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Evansville, Vincentown, Birmingham and Pemberton.

At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon and Hightstown.

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 Cortland street at 7 A. M. and 1.00 and 4.00 P. M., via Jersey City and Camden. At 6.30 P. M. via Jersey City and Kensington. At 10.00 A. M. and 12 M., and 5.00 P. M., via Jersey City and West Philadelphia.

From Pier No. 1 N. River, at 6.30 A. M. Accommodation and 2 P. M. Express, via Amboy and Camden.

June 15, 1868. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing Monday, April 13th, 1868.

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 12.00 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville and Havre-de-Grace. Connects at Wilmington with train for New Castle.

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

Night Express at 11.00 P. M. (daily) for Baltimore and Washington, stopping at Perryville and Havre de Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, 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 12.00 M. Train. Via Crisfield will take the 11 P. M. train.

Wilmington Trains, stopping at all stations between Philadelphia and Wilmington:

Leave Philadelphia at 11 A. M., 2.30, 5.00, 7 and 11.30 (daily) P. M. The 5.00 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7.00 and 8.10 A. M. (daily) and 1.30, 4.15 and 7.00 (daily) P. M. The 8.10 A. M. Train will stop between Chester and Philadelphia.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.40 A. M., Express. 2.35 P. M., Express. 6.25 P. M., Express. 8.55 P. M., Express.

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

Through tickets to all points West, South and Southwest may be procured at ticket-office, 828 Chestnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping-Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.—SUMMER ARRANGEMENTS.

On and after MONDAY, April 13th, 1868, the trains will leave Depot, Thirty first and Chestnut streets, as follows:

Trains leave Philadelphia for West Chester, at 7.15 A. M., 11 A. M., 2.30, 4.15, 4.50, 7 and 11 P. M.

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

On and after Monday, June 15th, an additional Train will leave Philadelphia for Media and Intermediate Points at 5.30 P. M.

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

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

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 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.

Passengers are allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding $100, unless a 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, to the Northwest and the Great Oil Region of Pennsylvania.—Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, May 11th, 1868, the Trains on the Philadelphia and Erie Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia	11.15 P. M.
" " Williamsport	8.20 A. M.
" arrives at Erie	9.30 P. M.
Erie Express leaves Philadelphia	12.00 Noon.
" " Williamsport	8.50 P. M.
" arrives at Erie	10.05 A. M.
Elmira Mail leaves Philadelphia	8.00 A. M.
" " Williamsport	6.28 P. M.
" arrives at Lock Haven	7.45 P. M.

EASTWARD.

Mail Train leaves Erie	11.00 A. M.
" " Williamsport	11.00 P. M.
" arrives at Philadelphia	10.00 A. M.
Erie Express leaves Erie	5.00 P. M.
" " Williamsport	7.00 A. M.
" arrives at Philadelphia	5.10 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage Checked Through.

ALFRED L. TYLER, General Superintendent.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mt. Carmel, Pittston, Scranton, Carbondale 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, ELEVEN DAILY TRAINS—On and after MONDAY, JULY 20th, 1868, Passenger Trains leave the New Depot, corner of Berks and American streets, daily (Sundays excepted), as follows:

At 6.45 A. M.—Accommodation for Fort Washington.

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

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

At 10.30 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1.45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 3.15 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre and Scranton. Passengers for Greenville take this train to Quakertown and Sumneytown to North Wales.

At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatborough and Hartsville take stage at Abington.

At 5.00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley, Lehigh and Susquehanna 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 9.00 and 11.05 A. M., 2.15, 5.05 and 8.20 P. M. 11.05 A. M., and 2.00 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton.

Passengers leaving Wilkesbarre at 1.45 P. M. connect at Bethlehem at 6.05 P. M., and arrive in Philadelphia at 8.20 P. M.

From Doylestown at 8.25 A. M., 5.00 and 7.00 P. M.

From Lansdale at 7.30 A. M.

From Fort Washington at 9.30, 10.45 A. M. and 3.15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Doylestown for Philadelphia at 7.00 A. M.
Bethlehem for Philadelphia at 4.00 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.

SHORTEST ROUTE TO THE SEA-SHORE!—CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT. FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 4th, 1868, trains will leave Vine street Ferry, as follows, viz.:

Special Excursion	6.15 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—WILL LEAVE ATLANTIC:

Special Excursion	5.18 P. M.
Mail	4.20 P. M.
Freight, with Passenger Car	11.40 A. M.
Express (through in two hours)	7.10 A. M.
Accommodation	5.50 A. M.

Junction Accommodation, to Atco and Intermediate Stations leaves Vine street — 5.30 P. M.

Returning, leaves Atco — 6.25 A. M.

HADDONFIELD ACCOMMODATION TRAINS WILL LEAVE

Vine Street Ferry at — 10.15 A. M. and 2.00 P. M.

Haddonfield, at — 1.00 P. M. and 3.15 P. M.

SUNDAY MAIL TRAIN TO ATLANTIC CITY.

Leaves Vine Street — 7.30 A. M.

Leaves Atlantic — 4.20 P. M.

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

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.

Additional Ticket Offices have been located in the Reading-room of the Continental Hotel, and at No. 625 Chestnut street.

je30-tf D. H. MUNDY, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD TIME TABLE.—On and after Friday, May 1, 1868.

FOR GERMANTOWN.

Leave Philadelphia—6, 7, 8, 9.05, 10, 11, 12 A. M., 1, 2, 3.15, 3¾, 4, 5, 5¾, 6.10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M.; 1, 2, 3, 4, 4¾, 5, 6¾, 7, 8, 9, 10, 11 P. M.

The 8.20 down train, and the 3¾ and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia—9.15 minutes A. M.; 2, 7 and 10¾ P. M.

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

CHESTNUT HILL RAILROAD.

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

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

ON SUNDAYS.

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

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

FOR CONSHOHOCKEN AND NORRISTOWN.

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

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

ON SUNDAYS.

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

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

FOR MANAYUNK.

Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4¼, 5¼, 6.15, 8.05 and 11½ P. M.

Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 3½, 5, 6¾ and 9 P. M.

ON SUNDAYS.

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

Leave Manayunk—7½ A. M.; 1½, 6 and 9½ P. M.

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

HARDWARE.

Rodgers' and Wostenholm's Pocket Knives, Pearl and Stag Handles, of beautiful finish. RODGERS' and WADE & BUTCHER'S, and the CELEBRATED LECOULTRE RAZOR. SCISSORS IN CASES of the finest quality, Razors, Knives, Scissors and Table Cutlery, Ground and Polished. EAR INSTRUMENTS of the most approved construction to assist the hearing, at P. MADEIRA'S, Cutler and Surgical Instrument Maker, 115 Tenth Street, below Chestnut. myl tf

CLOTHS, CASSIMERES, &c.

Cloth House, No. 11 North Second St., Sign of the Golden Lamb. JAMES & LEE Have now on hand and are still receiving a large and choice assortment of Spring and Summer Goods, expressly adapted to Men's and Boys' wear, to which they invite the attention of Merchants, Clothiers, Tailors and others.

COATING GOODS. Super Black French Cloths. Super Colored French Cloths. Black and Colored Pique Coatings. Black and Colored Tricot Coatings. Diagonal Ribbed Coatings. Cashmerets, all colors. New Styles Ladies' Cloaking. Silk Mixed Coatings, &c.

PANTALOON STUFFS. Black French Doeskins. do do Cassimeres. New styles Fancy do. All shades Mixed Doeskins. Also, a large assortment of Cords, Beavereteens, Satinets, Vestings and goods for suits, at wholesale and retail.

mh31tf JAMES & LEE, No. 11 North Second street, Sign of the Golden Lamb.

MACHINERY, IRON, &c.

Iron Fencing.—The undersigned are prepared to receive orders for English Iron Fence of the best quality, known as Cattle Hurdles, the only practical economical fence that can be used. This fence is especially adapted for country seats or for the protection of lawns. It is in universal use in England in parks and pleasure grounds.

YARNALL & TRIMBLE, No. 418 South Delaware Avenue, Philadelphia. je29-3m§

Merrick & Sons, Southwark Foundry, 430 Washington Avenue, Philadelphia, MANUFACTURE

STEAM ENGINES—High and Low Pressure, Horizontal, Vertical, Beam, Oscillating, Blast and Cornish Pumping.

BOILERS—Cylinder, Flue, Tubular, &c.

STEAM HAMMERS—Nasmyth and Davy styles, and of all sizes.

CASTINGS—Loam, Dry and Green Sand, Brass, &c.

ROOFS—Iron Frames, for covering with Slate or Iron.

TANKS—Of Cast or Wrought Iron, for refineries, water, oil, &c.

GAS MACHINERY—Such as Retorts, Bench Castings, Holders and Frames, Purifiers, Coke and Charcoal Barrows, Valves, Governors, &c.

SUGAR MACHINERY—Such as Vacuum Pans and Pumps, Defecators, Bone Black Filters, Burners, Washers and Elevators; Bag Filters, Sugar and Bone Black Cars, &c.

Sole manufacturers of the following specialties: In Philadelphia and vicinity, of William Wright's Patent Variable Cut-off Steam Engine. In Pennsylvania, of Shaw & Justice's Patent Dead-Stroke Power Hammer. In the United States, of Weston's Patent Self-centering and Self-balancing Centrifugal Sugar-draining Machine. Glass & Bartol's improvement on Aspinwall & Woolsey's Centrifugal. Bartol's Patent Wrought-Iron Retort Lid. Strahan's Drill Grinding Rest. Contractors for the design, erection, and fitting up of Refineries for working Sugar or Molasses.

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.

No. 1 Glengarnock Scotch Pig Iron, for sale in lots to suit purchasers, from store and to arrive. PETER WRIGHT & SONS, 15,tf§ 115 Walnut street.