## POLITICAL.

### MASS MEETING OF THE GERMAN REPUBLICAN CAMPAIGN CLUB.

#### Speech of General Carl Schurz.

A large mass meeting of the German Republican Campaign Club was held on Saturday evening at the National Guards' Hall. The meeting was organized by the selection of the following officers:

PRESIDENT.
JOHN ROCKEY.

VICE PRESIDENTS.

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| Dr. Tiedeman, | Carl Beyer, |
| F. W. Thomas, Sr., | Emil Herwig, |
| J. Kemper, | —— Kimkely, |
| L. Voight, | John Dorr, |
| John Schneider, | Major Ledig, |
| P. Jacode, | —— Grave, |
| J. Roller, | —— Maurer, |
| C. T. Elwert, | Dr. Keller, |
| Prof. Angele, | A. Langguth, |
| John M. Roecker, | Dr. Echardt, |
| G. Kessler, | Hon. Deiffenbach, |
| —— Wolsieffer, | Carl Klemm, |
| L. Kneipp, | J. Odenthal, |
| F. W. Thomas, Jr, | Dr. de Dobbler, |
| L. Heck, | —— Schweltzer, |
| Capt. Fischer, | G. Graffelder, |
| Dr. Seidensticker, | —— Miller, |
| —— Breitinger, | T. Scheldt, |
| Carl Borm, | John Roller, |
| —— Schreuer, | —— Heinemann, |
| J. Rodensbusch, | Fr. Oldach, |
| J. Siegman, | Dr. Föllger, |
| F. Schader, | Capt. R. Schwarz, |
| J. L. Wahl, | A. Grimme, |
| R. Wittig, | —— Wenowitsch, |
| V. Tronk, | P. Stief, |
| Fr. Dittman, | —— Schoninger, |
| G. Bull, | J. Celshauser, |
| John Hessen, | —— Schoemaker, |
| —— Friess, Sr., | Dr. Gruel, |
| —— Habicht, | Bernh. Fischer, |
| —— Reinhardt, | Joh. Lackel, |
| Prof. Hoffman, | Dr. Zoller, |
| Prof. Tronk, | C. Lumser. |

SECRETARIES.

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|---|---|
| John Memmholzer, | Flusko G. Thoma, |
| Dr. H. Engel, | F. T. Loes, |
| Will. Mollerus, | Fr. Tiedeman. |

Mr. Rockey, upon taking the chair made a brief speech.

General Carl Schurz was introduced and received with great enthusiasm. He spoke as follows:

*Ladies and Gentlemen, my Beloved Countrymen*: It gives me great satisfaction to be received by you with such feelings of love and respect. It gives me great satisfaction to see so many here to-night, to follow my discourse of the questions of the day.

Your chairman tells me that my audience is a mixed one, and that many Democrats are present, eager to hear and see me. Allow me, gentlemen, to tell them that I respect the principles which they cherish, and if they are honest opinions, I shall respect them as I respect mine. Stating this, I beg leave to declare, most earnestly and sincerely, that if in the course of my remarks I should speak disparagingly of the Democratic party, it is not the individual I mean, it is not the Democrat in *propria persona*, but, gentlemen, it is the principles of Democracy as developed in this country.

Gentlemen, is there one single man amongst us, no matter if Republican or Democrat, who does not wish peace? Is there one man who is not tired of bloodshed and the damages and losses incident to it—tired of the whirlpool in which our social existence has been involved for eight weary years? I, for my part, feel tired. I want peace; a peace well settled; a peace everlasting; a peace opening new resources to this great people, and giving us a higher moral existence. But, gentlemen, to have peace, we first must annihilate the cause of war. If you want peace in your family, you work out the cause of your domestic tribulation. The country, being a family on the largest scale, must do and act the same as you; it must blot out the cause of dissatisfaction—the cause of war.

And what was the cause of the war! Slavery! To establish an everlasting reign of slavery, the South sprang to arms; for the sake of slavery, one part of this country deluged the whole with blood. To have peace, slavery, therefore, must be blotted out; and, thanks to our martyr President, the emancipation proclamation [tremendous cheering, the whole assembly waving their hats] abolished slavery.

Slavery abolished, something had to be set in the place of it; and what could be set in the place of it? The system of free labor! ["Hear, hear!"]

If America had a government like Russia has—and thank God we have not!—the process of abolition would have run smooth and easy. The Emperor would have ordered that every slave shall be released from the fetters of slavery, and it would have been done, as actually it was done.

But we have no Emperor. The power and privileges of sovereignty rest with the people at the polls, and the question naturally arises, which is the people to be entrusted with the Government South?—the Southern whites, who took arms in the cause of slavery, who rebelled against the supremacy of the Government on account of slavery, and who intended to establish slavery as the corner-stone of an independent Confederacy?

There are three classes of people down South. The rebels, and they are composed of the majority of the white inhabitants there; the white Union men, a small fragment of the population, but brave, courageous, and good men; and the working class, the negroes, no other working men being allowed in the South.

Who shall establish government in the South, and set in the place of slavery the system of free labor? Would it not be against common sense to make the rebel the instrument of this change? Would it not be like a man setting a well known thief over his property?

But, gentlemen, the Democrats of to-day demand that the rebel element at the South shall be entrusted with this high and solemn gift. You remember, gentlemen, the time Johnston surrendered to Sherman, and how Sherman allowed the rebel States to remain in *statu quo*, acknowledged the existing State governments and allowed the blatant rebels the supreme power in their respective States. Do you remember, gentlemen, the cry raised against him from one end of the country to the other? Do you remember the curses which were on the lips of every right-hearted man throughout the Union? Then nobody, neither Republicans nor Union Democrats, thought it fair or prudent to give rebels power of reorganization; the power of introducing the system of free labor for slavery.

Sherman mended. He found his mistake out, and did all to correct it. He stands to-day the unflinching friend and supporter of Ulysses S. Grant, (cheers and applause, long-continued and well sustained) and will not desert him.

But the second who took up this line of mis-policy was Andrew Johnson.

Johnson belongs to the poor whites of the South; he is an offspring of that class of men who are spurned by their richer co-patriots; who are regarded as mere dregs, the mere plebeians of the Roman Republic, in comparison to the patricians.

Johnson fought his way up, and a brave fight it was. He was a man of the people during all that time of ascendancy, pledged to the people, pledged to progress, the greatest and most outspoken Radical amongst all Radicals.

But, gentlemen, history shows, examples that unflinching Democrats, from the time they have reached the summit of their expectations fall the easy prey of their life long enemies. Johnson sets another example. He, the offspring of the poor white father in the South, who, even as Governor of Tennessee, was never considered the equal of the Southern planter, was never regarded as a gentleman; he, withstanding the pressure of the atrocious slavery principles, withstanding the hate of the slavery supporters, fell as those who scorned him flattered him, as those who shunned him as an outcast, pressed his hands and told him that he was a gentleman. The slaveholders' scorn made Johnson great, the slaveholders' smile made him tumble down from his lofty position as tribune of the people.

The first act Andrew Johnson did, as President, was to give out pardons, but under personal conditions. Oh, how they came, those proud baronets of the South; how they craved his grace; how they stooped before him; how they flattered, praised, petted him, till the poor, vain Democrat, the most radical of all Radicals was so pliant, that they could swallow him all and whole, like a snake swallows its prey, after covering it with slime!

Johnson reconstructed the South according to his policy. He left the State organizations in the hands of the rebels, and what have been the consequences?

Slavery was dead. Well, the white men of the South made laws for the development of free labor, and what laws?

The vagabond law—stating that every negro must be in the employment of a white man; if found without such employment, no matter how long, he should be arrested and sold at public auction to the highest bidder for a year.

Mississippi made the law that denied to the negro the right to acquire real estate.

Louisiana made a law that every negro who had not hired himself before the 11th of January of each year should be arrested and sold at public auction for the ensuing year.

For God's sake, tell me, gentlemen; tell me, Democrats, are these free-labor laws?

The people of the North, therefore, had to take the development of free labor at the South in its own hands, and that is what Congress did.

Congress had first to declare the negroes free laborers, with the natural right to sell their labor to the highest bidder, without any compulsion whatsoever. But knowing that the Southern rebel aristocracy never would submit to it, Congress had to send the military down South to keep the peace. Now that the system of free labor is introduced down South, the military is called back, and Congress, instead of the military, gave the ballot to the negro, to defend his right of free labor against his white employer.

Eight States of the South are left to self-government. The people, composed of aristocrats and laborers, have to look out for themselves, so that one party may not encroach upon the privileges and rights of the others; but this cannot be done except by giving the ballot into the hands of the laborer as well as his employer. Is that right or wrong? ["Right!" "Right!"] Does it make a difference that the laborer in the South is black-faced instead of burnfaced? ["No!" "No!" "Hurrah!"]

Gentlemen, the Democrats try to accomplish the reverse of this, and declare the proceedings of Congress unconstitutional. Was there ever a law or a proceeding not in their favor which the Democrats did not pronounce unconstitutional at one time or other? You remember the time when party feeling ran high and the South armed itself to resist the abolition of slavery with the force of arms, intending to rend this Union asunder. It was James Buchanan who declared that it was unconstitutional to secede, but that there could be found no power within the precepts of the Constitution to coerce seceding States.

What! the Government of the United States had not the right to preserve itself? The very first, the highest natural law, is to defend its own existence. A government not possessing this law is no government, and will the Democrats tell us that Washington, Madison, Jefferson, Adams and all the other great statesmen who composed the Constitution, and whose laudation you can hear at every Democratic gathering, had been such idiots not to know that the first, the indispensable, the inalienable right of a government is to defend itself; that a government without such a right is no government at all; that the sense of the word "government" expresses already this right. Will they make us believe that those wise and sagacious men, well versed in government matters, enlightened in their law studies, and looking with researching eyes over the history of past centuries, had created a government without the right to defend its own existence? Preposterous!

Now, suppose the Democrats had been right, picture only the consequences. Instead of a Union, we would have had a conglomeration of sovereign States, which soon would have been embroiled in a war amongst themselves, and would have changed the republican form into the most atrocious despotic one. Centuries would have lapsed before a good-hearted man would have raised the cry for Republicanism again.

The Democrats tell us that the negroes at the South are too ignorant to vote, and I know gentlemen, that in fact, they are so. But did the Democrats ever refuse a vote on account of the ignorance of the voter? [Hear, hear; laughter.] Gentlemen, the Republicans do not do it either. (Renewed laughter; cries of "That's so!") The Democrats are nevertheless in advance of us—not only do they not refuse a vote on account of ignorance, but they want it deposited twice, and thrice, if possible. ["Exactly;" "Good, good!"] Let us look on negro suffrage, gentlemen, with an unprejudiced eye. Negroes are ignorant, more so than whites. But, gentlemen, do you always deposit your votes understanding the principles and consequences which will be deduced from your vote? I do not always, and I believe that even the wisest of men cannot.

Universal suffrage makes man equal to man, and that is the great boon it bestows on a republican people. It is equality which may be considered the foundation of republicanism, and all and everything which tends to equality, like universal suffrage, is indispensable to a republican form of government.

But suppose the negroes had been possessed of the right of voting in the year 1861, and the Southern people had voted for Union without slavery and Confederacy with slavery, do you believe the negro would have voted for the Confederacy? Most certainly not; and now, sir, consider the ravages this miserable secession doctrine has instigated all over the country; the thousands who fell victims to it on the fields of gore; the thousands who are impoverished and crippled; the millions spent, which we must repay by taxes. In the name of God and of everything which is wise and good, Democrats, do you not believe that the poor, ignorant negro would have deposited his vote more wisely than the enlightened, elegant Southern secesh statesman? ["Yes, yes!" "Hurrah!" Applause and emotion.]

The Democrats threaten negro supremacy. Ay, before the war, it was a frequent boast of the Southern chivalry that one Southern man could whip five Northerners.

There are at present nine million of whites at the South, and three and a half millions of negroes. How is it then that those boastful Southern fire-eaters, who could whip five Northern men, and without getting much hurt by it, are now afraid of a negro? Is it possible that nine millions white men—possessing all the real estate of the South, the influence, learning, wealth—can be suppressed by three and a half millions of negroes in rags, working for their lives, and inferior in race. Does it not seem, gentlemen, that if the negro at the South wins supremacy, and wins it against such heavy odds, he must be entitled to the highest respect; nay, that he must be superior to ourselves?

But it is all mere bosh, and the Democratic leaders know it, and use it only to dust the eyes of the masses.

The Democrats tell us that business is dull and money scarce, and that this is the result of Republicanism. Business is depressed, certainly, we all feel it; and can it be otherwise? Think that two millions and four hundred thousand sound, able-bodied men, in the prime of life, have during five long years done nothing but destroy; they destroyed powder, lead, leather, clothing, wagons, horses, houses, fields, &c., and then ask yourself if it is possible that the country can be as rich as it was before that destruction commenced.

We have a heavy debt which must be provided for; but who caused this debt? Did we cause this debt which was made to save our government, or did they cause it who tried to destroy it? The South offered us war for our life. War cannot be waged without money, and the Democrats under Buchanan took good care that we should not find a single dollar left in the Treasury. We had to borrow, but whoever borrows must agree to pay a profit.

Remember 1862. Our armies had been defeated, the rebels triumphant. Then we stood at the brink of destruction, and to save ourselves from it we needed money to feed soldiers, to erect fortresses, to furnish materials of war. We came as a poor beggar into the money market of Europe and asked to borrow. Our friends gave us money, although it was doubtful if we ever could pay it back, and the Democrats now intend to cheat them, and place this Government before the face of the world and before all posterity as a monster, which ruins those who helped it along in the time of its tribulation. Shall the bonds be paid in greenbacks, according to Pendleton? Why, we have at present a circulation of about $600,000,000 in greenbacks, and gold stays at $1 40, so that each greenback is worth only 68 cents gold. Suppose we would print $1,500,000,000 more, what then would be the value of the greenback? And further, suppose that the Government would pay the bonds with those depreciated greenbacks, dollar for dollar, what would become of the bonds then? Aye, a hundred dollar bond would actually be worth not more than a few dollars, and the bond-holder would be ruined.

Do not believe that the bondholders are the only moneied men of the community. A speculator can get a better dividend out of his money than six per cent. It is the workingman who bought the bond, the farmer; it is the insurance company where you have your life or your house insured; it is your lodge, which stands pledged to aid and support you in case of illness, which would lose, and in fact all would be ruined, no matter if we are so happy as to have bonds or not.

There is not one consideration of honor, truth or interest which can retain men of common sense in the ranks of the Democracy, and certainly it should not be able to retain a German-born citizen of the United States, seeing in what a deferential position they stand in the ranks of the Democracy.

The Republican party, well knowing that the Republican Germans are strong in their principles, extend a joyous greeting to us all, and allow us, in convention assembled, to introduce our opinions and wishes into the party creed.

The Democratic German always stands behind the Irishman. The Democratic Germans are considered voting cattle, and it is the Irishmen who drive them to the polls.

German Democrats of Philadelphia, rouse!—rouse, and show yourselves in your might. Show yourselves thinking and independent beings, and you will command the same respect within your own party that all Republicans command in ours. And never was a time more appropriate. You have to vote for a Mayor this fall. The Republicans have Gen. Tyndale—a man of unblemished character, a man of honor, a most cherished field comrade of mine, in whose heart not the smallest particle of injustice or aristocratic pride finds room.

The speaker was loudly cheered and the meeting adjourned.

After the meeting Gen. Schurz was serenaded at the house of Dr. H. Tiedemann, on Fifth street, above Race, and made a brief speech, in which he returned his thanks for the kind welcome extended to him. He said that he felt the welcome the more as he did not consider it simply a party demonstration, but the welcome of his countrymen to him, one of their own. He said further, that he, having addressed the meeting, did not feel strong enough to make a further speech, but he hoped that the German element of this city would do all in its power to bring out the Republican ticket triumphant next October, and that in November the whole West would respond to the shout of triumph raised, and elevate Grant and Colfax to the lofty places they merited so much.

Carl Schurz retired into the house, being cheered repeatedly.

#### Meeting of the Republicans of the Fourteenth Ward.

At a large and enthusiastic meeting of the Republican citizens of the Fourteenth Ward, Seventh Precinct, held on Saturday evening, at the corner of Eleventh and Parrish streets, a Grant and Colfax Campaign club was formed, and the following persons elected permanent officers: President, J. H. Pugh; Vice-President, Philip Hamilton; Secretary, W. F. Schell; Treasurer Col. G. P. McLean.

It was resolved that a mass meeting and flag-raising should take place on Thursday evening, September 10th, and the following persons were appointed a committee to collect subscriptions to aid in defraying the necessary expenses of the meeting and the flag-raising: J. H. Pugh, J. B. Hancock, Philip Hamilton and Cols. G. P. McLean and W. F. Schell.

#### Twentieth Ward Campaign Club.

A large meeting of the friends of the Republican party, residing in the Twentieth Ward, was held on Saturday evening last, at the hall of the Spring Garden Hose Company, Ridge avenue, above Sharswood street, for the purpose of organizing a Grant and Colfax campaign club. A committee was appointed to report permanent officers. The committee reported the following-named gentlemen, who were unanimously elected:

*President*—W. B. Buckley.
*Vice Presidents*—Henry Cooper, Samuel A. Bailey.
*Treasurer*—Joseph MacDonald.
*Secretary*—John Gregen.

The meeting was then addressed by several gentlemen, and the greatest enthusiasm was manifested. The club contemplate holding a series of public meetings, and have appointed a committee to make the necessary arrangements. A meeting of the club will be held on Saturday evening next, at the same place, when it is confidently believed that a very large number of the Republican party of the above Ward will enroll their names as members.

#### The Tanners' Club of the Second Ward.

A large meeting of the friends of the Republican party residing in the Second Ward was held Saturday evening, at the southwest corner of Eleventh and Carpenter streets, for the purpose of organizing a campaign club. The following-named gentlemen were elected as officers of the organization: President, Edward Hilferty; secretary, Henry L. Taggart, and treasurer, John Downey. The members of the club are to be equipped, and will be known as the Tanners' Club of the Second Ward. A meeting will be held on Wednesday evening, at the same place, to complete the organization and to receive the names of all Republicans who desire to unite with them.

#### Flag Raising.

A large flag was raised by the friends of the Republican party, in Germantown, on Saturday afternoon. The flag is thrown across Main street, opposite the depot, and is one of the largest in the city. A spirited meeting was then held at which addresses were made by William F. Smith, William Moran and others. The Germantown Brass Band was in attendance and enlivened the proceedings with a number of popular airs.

A flag is to be raised at Chestnut Hill to-morrow afternoon, and a meeting is to be held in the evening. The Republicans of the Twenty-second Ward are completely aroused, and are earnestly at work, determined to give an increased majority for the nominees of the party.

PARADE OF THE KEYSTONE CLUB.—On Saturday evening the Young Men's Keystone Club made a street parade. They formed on Jayne street, near Sixth, and passed over a long route, going north as far as Race, and south as far as Christian, and between Second and Broad streets. Lieutenant Colonel Fay acted as Chief Marshal. Some two hundred men turned out.

#### The Rosecrans Mission.

A correspondent of the Richmond *Whig*, in a letter dated White Sulphur Springs, August 27, says that while there Gen. Rosecrans addressed a letter to Gen. Lee, and others, in which he states that he came there of his own accord, in the interest of his country, to get from the Confederate leaders in the late war, in whom the North knows the South has perfect confidence, a full expression of their views upon the political questions of the day, and he hoped and expected it would be such a one as would materially aid in the reconstruction of our common country upon a basis of permanent peace and prosperity.

In this letter he propounded sundry inquiries to General Lee, among others, whether he can hope for any permanent peace and prosperity under the present Congressional plan of reconstruction; which surrenders to the control of negroes and a few whites nearly all of the Southern States; whether if the whites were all enfranchised and given the control of the South, they would treat the negroes justly and kindly, &c.

General Rosecrans requested General Lee to confer with other leading Southern generals and civilians, and obtain their views in connection with his own.

A careful and well digested statement was prepared, addressed to General Rosecrans, in reply to his letter. All the parties to the conference signed it, and others are expected to do so. After General Lee's name came that of Beauregard, and the signature of Stephens, of Georgia, is third on the list.

General Lee, in his reply, states that he believes the people of the South sincerely desire peace and a restoration of the Union. He does not think it possible that the country can prosper while the control and management of the government of the States of the South remained in the hands of negroes and a few whites, and while the mass of men representing intelligence are disfranchised. He believes if the whites are relieved of all political disabilities, and thereby given ascendancy, that they will, if left to themselves, treat the negroes with kindness, forbearance and justice. The Southern people, in his opinion, regard the questions of slavery and secession as settled finally by the war, and they have no disposition or inclination to re-establish the one or try again the other.

It is the unanimous wish, says Gen. Lee, of the Southern people, that we shall have lasting peace. They long for it. The people of the South have the greatest interest in having a good and stable government, that will protect them in their rights and their property, and under which they may go to work properly, and with the confidence that whatever they may accumulate by their labor may be secure for themselves and their children. The reply covers five pages, and reasserts emphatically the declarations of the Conservative Conventions of the South.

Gentlemen here like Judge Gohlson, who have watched the progress of this conference from its inception to its gratifying conclusion, are very hopeful that much good will result from its action.

#### Carl Schurz's Engagements in Pennsylvania.

General Carl Schurz will address the people of Pennsylvania as follows, viz:

At Philadelphia, Monday, August 31.
At Allentown, Tuesday, September 1.
At Wilkesbarre, Wednesday, September 2.
At Scranton, Thursday, September 3.

These are the *only* engagements that Mr. Schurz will be able to make in Pennsylvania.

## AMUSEMENTS.

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WALNUT STREET THEATRE. Begins at 8 o'clock.
THIS (MONDAY) EVENING, Aug. 31,
Will be presented, first time in America,
WITH A MOST POWERFUL CAST,
The Grand Romantic Drama, in six acts, by Charles Reade, Esq., entitled,
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IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.—JOSEPH YEAGER, JR., of Philadelphia, bankrupt, having petitioned for his discharge, a meeting of creditors will be held on the seventeenth day of September, 1868, at 11 o'clock, A. M., before Register WILLIAM McMICHAEL, Esq., at No. 530 Walnut street, in the city of Philadelphia, that the examination of the bankrupt may be finished, and any business of meetings required by sections 27 or 28 of the act of Congress transacted.
The Register will certify whether the Bankrupt has conformed to his duty. A hearing will also be had on WEDNESDAY, September 30th, 1868, before the Court at Philadelphia, at 10 o'clock, A. M., when parties interested may shew cause against the discharge.
Witness the Honorable JOHN CADWALADER, Judge of the said District Court, and the seal thereof, at Philadelphia, August 15th, 1868.
[Seal of Court.] G. R. FOX, Clerk.
WILLIAM McMICHAEL, Register. au24-st*

EASTERN DISTRICT OF PENNSYLVANIA—IN Bankruptcy. At Philadelphia, August 28th, 1868. The undersigned hereby gives notice of his appointment as Assignee of WALTON TOWNSEND, of Philadelphia, in the county of Philadelphia and the State of Pennsylvania, within the said district, who has been adjudged a bankrupt on his own petition by the District Court of the said district.
JAMES STARR, Assignee, 623 Walnut street.
To the creditors of said bankrupt. au29 s,3t*

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of JOHN HOWELL PRATT, deceased. The Auditor appointed by the Court to audit, settle and adjust the first and final account of RICHARD G. TAYLOR, Executor of the estate of JOHN HOWELL PRATT, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested, for the purpose of his appointment, on MONDAY, September 7th, 1868, at 3 o'clock P. M., at his office, 128 South Sixth street, in the city of Philadelphia.
JOHN C. REDHEFFER. au25.tu,th,s,5t§

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.
ARTHUR HAYWARD, of Philadelphia, bankrupt, having petitioned for his discharge, a meeting of creditors will be held on TUESDAY, the 15th day of September, 1868, at 3½ o'clock P. M., before Register WILLIAM McMICHAEL, Esq., at No. 530 Walnut street, in the city of Philadelphia, that the examination of the bankrupt may be finished, and any business of meetings required by sections 27 and 28 of the act of Congress transacted.
The Register will certify whether the Bankrupt has conformed to his duty.
A hearing will also be had on WEDNESDAY, the thirtieth of September, 1868, before the Court at Philadelphia, at 10 o'clock A. M., when parties interested may show cause against the discharge.
Witness the Honorable JOHN CADWALADER, Judge, and the seal of the said Court, at Philadelphia, August 19, A. D. 1868.
[Seal of Court.] G. R. FOX, Clerk.
Attest—WM. McMICHAEL, Register. au27 th 3t§

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.—In Bankruptcy.—At Philadelphia, July 15, A. D., 1868.—The undersigned hereby gives notice of his appointment as assignee of HERMAN M. QUACKENBOS, of Philadelphia, in the county of Philadelphia, and State of Pennsylvania, within said district, who has been adjudged a Bankrupt upon his own petition by the District Court of said District.
WM. VOGDES, Assignee, 138 South Sixth street.
To the Creditors of said Bankrupt. au24 m 3t*

REAL ESTATE.—THOMAS & SONS' SALE.—Two handsome modern four-story Brick Residences, Nos. 1527 and 1529 Pine street, between Fifteenth and Sixteenth streets. On Tuesday, September 8, 1868, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, the following described property, viz.: No. 1. All that handsome modern four-story brick messuage and lot of ground, situate on the north side of Pine street, west of Sixteenth street, No. 1527; containing in front on Pine street 16 feet 4 inches, and extending in depth 110 feet, to an 8 feet wide alley leading into Sixteenth street. The house is three story brown-stone front to second story; built in New York style; has all the modern improvements.
Clear of all incumbrance.
Terms—$8,000 may remain on mortgage; balance cash.
Immediate possession. May be examined any day previous to sale.
No. 2.—All that handsome modern four-story brick residence and lot of ground, of same size and description as the above, except it has a bay window, No. 1529.
Clear of all incumbrance.
Terms—$8,400 may remain on mortgage; balance cash.
Immediate possession. May be examined any day previous to sale.
For further particulars apply to C. H. & H. P. Muirhead, 205 South Sixth street.
M. THOMAS & SONS, Auctioneers,
au29-se5 139 and 141 South Fourth street.

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

## MEDICINAL.

# FRENCH MEDICINES

PREPARED BY

GRIMAULT & CO.

Chemists to H. I. H. Prince Napoleon,

No. 45 Rue de Richelieu, Paris.

SOLUBLE PHOSPHATE OF IRON,

By LERAS, M. D., Docteur es Sciences, Grimault & Co. Chemists, Paris.

According to the opinion of the members of the Paris Academy of Medicine, this article is superior to all the ferruginous preparations known. It agrees best with the stomach, never causes costiveness; it contains the elements of the blood and the osseous frame, and succeeds where other preparations fail, such as Vallet's pills, iron reduced by hydrogen, lactate of iron, and ferruginous mineral water. One tablespoonful of the solution or syrup contains three grains of salt of iron. They are both colorless.

Children's Diseases—Iodized Syrup of Horse-Radish.

Prepared by Grimault & Co., Paris.

This syrup contains iodine combined with the juice of water-cress, horse-radish and scurvy-grass, in which iodine and sulphur exist naturally, and for this reason it is an excellent substitute for cod liver oil, which is generally supposed to owe its efficacy to the presence of iodine. The Iodized Syrup of Horse-radish invariably produces most satisfactory results administered to children suffering from lymphatism, rachitism, congestion of the glands of the neck, or the various eruptions on the face so frequent during infancy. It is also the best remedy for the first stage of Consumption. Being an once tonic and depurative, it excites the appetite, promotes digestion, and stores to the tissues their natural firmness and vigor.

Dr. Durin Du Buisson's Digestive Lozenges of the Alkaline Lactates.

The Alkaline Lactates exercise the most beneficial influence over the derangements of digestion, either by their peculiar action on the mucous membrane of the stomach, or by affording to the latter through their combination with the saliva to the gastric juice a supply of lactic acid, which all English, French and other physiologists admit to be an essential principle of digestion. For the information of those who may be without medical advice, it may be stated here that the symptoms of impaired digestion are: Headache, pain in the forehead, hemicrania, gastritis, gastralgia, heartburn, wind in the stomach and bowels, loss of appetite, emaciation, &c.

DISEASES OF THE CHEST.

Syrup of Hypophosphite of Lime.

Grimault & Co., Chemists, Paris.

A syrup compounded with this new salt has been introduced by Dr. Churchill, for the treatment of pulmonary phthisis. Recent trials made at the Brompton Consumption Hospital, an institution especially devoted to the treatment of diseases of the chest, have abundantly demonstrated the absolute necessity of obtaining this new therapeutic agent in the most perfectly pure and natural condition. Each tablespoonful of syrup contains four grains of perfectly pure hypophosphite of lime; and as compounded by MM. Grimault & Co., of Paris, the syrup is the only preparation which guarantees to the medical profession all the properties required in this valuable medicine.

DIARRHŒA, DERANGEMENTS OF THE STOMACH.

GRIMAULT & CO.'S GUARANA.

This natural vegetable production, perfectly innocuous, has been long used in Brazil with the utmost success, as a remedy for diarrhœa, sick headache, dysentery, and all disorders proceeding from derangement of the stomach or bowels. This preparation is the most effectual remedy, and far more efficacious than opium and the subnitrate of bismuth.

GENERAL DEPOT:

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

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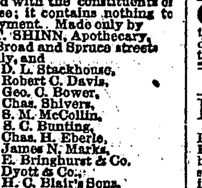


AYER'S CATHARTIC PILLS, FOR ALL THE PURPOSES OF A LAXATIVE MEDICINE.—Perhaps no one medicine is so universally required by everybody as a cathartic, nor was ever any before so universally adopted into use, in every country and among all classes, as this mild but efficient purgative Pill. The obvious 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. oc2 m1y

OPAL 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
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PURE PAINTS.—WE OFFER TO THE TRADE PURE White Lead, Zinc White and Colored Paints of our own manufacture, of undoubted purity; in quantities to suit purchasers. ROBERT SHOEMAKER & CO., Dealers in Paints and Varnishes, N. E. corner Fourth and Race streets. no27-tf

RHUBARB ROOT, OF RECENT IMPORTATION, and very superior quality; White Gum Arabic, East India Castor Oil, White and Mottled Castile Soap, Olive Oil, of various brands. For sale by ROBERT SHOEMAKER & CO., Druggists, Northeast corner of Fourth and Race streets. no27-tf

DRUGGISTS' SUNDRIES.—GRADUATES, MORTAR, Pill Tiles, Combs, Brushes, Mirrors, Tweezers, Puff Boxes, Horn Scoops, Surgical Instruments, Trusses, Hard and Soft Rubber Goods, Vial Cases, Glass and Metal Syringes, &c., all at "First Hands" prices.
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ap5-tf 23 South Eighth street.

ROBERT SHOEMAKER & CO., WHOLESALE Druggists, N. E. corner Fourth and Race streets, invite the attention of the Trade to their large stock of Fine Drugs and Chemicals, Essential Oils, Sponges, Corks, &c. no27-tf

## HEATERS AND STOVES.

THOMAS S. DIXON & SONS,
Late Andrews & Dixon,
No. 1324 CHESTNUT Street, Philadelphia,
Opposite United States Mint.
Manufacturers of
LOW DOWN,
PARLOR,
CHAMBER,
OFFICE,
And other GRATES,
For Anthracite, Bituminous and Wood Fire.
ALSO,
WARM-AIR FURNACES,
For Warming Public and Private Buildings,
REGISTERS, VENTILATORS,
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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,
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The NORMAN from Phila. on Wednesday, Sept. 2, at 10 A. M.
The ROMAN from Boston, Monday, Aug. 31, 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.,
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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.
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PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES.
FROM QUEEN STREET WHARF.
The JUNIATA will sail FOR NEW ORLEANS, via HAVANA, on Wednesday, September 2, at 8 o'clock A. M.
The JUNIATA will sail FROM NEW ORLEANS, VIA HAVANA, on September [illegible].
The TONAWANDA will sail FOR SAVANNAH on Saturday, August 29th, at 8 o'clock A. M.
The WYOMING will sail FROM SAVANNAH on Saturday, August 29th.
The PIONEER will sail FOR WILMINGTON, N. C., on Wednesday, Sept. 2d, 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.
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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, Sept. 8th, at 8 o'clock.
Passage to Havana, $40, currency.
No freight received after Saturday.
For freight or passage, apply to
THOMAS WATTSON & SONS,
au20 140 North Delaware avenue.

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.,
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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 CHARLESTON, S. C., DIRECT.
The Steamship Prometheus is now receiving freight at Pier 18 South Wharves, and will positively sail on WEDNESDAY, September 2d, at 3 P. M. For freight apply to
EDMUND A. SOUDER & CO.,
au28-4t No. 3 Dock street Wharf.

FOR ANTWERP—PETROLEUM.
The British ship Santparell, 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

FOR ANTWERP.—THE FIRST-CLASS SHIP "GRAHAM'S POLLY" is now loading for Antwerp, having a large portion of her cargo engaged. Will have quick despatch. For freight, Refined Oil only, apply to WORKMAN & CO., 123 Walnut street. au12 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. [mh19-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

CAUTION.—ALL PERSONS ARE HEREBY CAUtioned against trusting or harboring any of the crew of the N. G. ship HERMANN, Schweers, Master, as no debts of their contracting will be paid by master or consignees. WORKMAN & CO., 123 Walnut street.

CAUTION.—ALL PERSONS ARE HEREBY CAUtioned against harboring or trusting any of the crew of the Brig Chief, Barsby Master, as no debts of their contracting will be paid by captain or consignee.
jy23-tf WORKMAN & CO., Consignees.

NOTICE.—CONSIGNEES OF MERCHANDISE OF Br. brig Chief, Barsby 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.,
jy23-tf 123 Walnut street.

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, Dircks, 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.

## 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 most durable and economical fence that can be made. 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,
je29-3m§ No. 418 South Delaware Avenue, Philadelphia.

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.

BOND'S BOSTON AND TRENTON BISCUIT.—THE trade supplied with Bond's Butter, Cream, Milk, Oyster and Egg Biscuit. Also, West & Thorn's celebrated Trenton and Wine Biscuit, by JOS. B. BUSSIER & CO., Sole Agents, 108 South Delaware avenue.



#### The War in South America.

LISBON, Aug. 28.—One of the steamers of the regular mail line between Rio Janeiro and this port arrived late last evening, with advices from Rio to August 8.

Her news is highly important. The tactics of the allied forces in attempting to reduce the Paraguayan fortress of Humaita by starvation have been entirely successful. The Paraguayans held out to the last moment, and on July 24, when their stores were exhausted, evacuated the position, and the allied forces marched into Humaita the next day. Two hundred and fifty cannon and a large quantity of ammunition, small arms, &c., which the Paraguayans were compelled to abandon, were captured by the allies. The retreating Paraguayans were pursued and four thousand of them cut off from the main body and surrounded in Gran Chaco. They formed in line of battle, and in answer to a demand for surrender emphatically refused. Three of the Brazilian iron-clads forced their way through the obstructions, and passed the batteries on the Parana, and had joined the fleet in the bombardment of the position of President Lopez at the mouth of the Tebiguary, and Marshal Caxias, the allied commander, was also advancing troops on Lopez from the land side; and as the guns of the allied fleet commanded all routes of retreat, it was expected that the Paraguayans would soon be forced to surrender their position. It was reported that the Paraguayans had also evacuated the important defensible town of Timpo. In view of all these advantages gained by the allies, the opinion was general throughout Brazil that the war was very near a successful termination. There were no new developments in regard to the difficulty between Mr. Webb, the American minister, and the Brazilian government.

A formidable revolt had broken out in Paraguay, but it was summarily put down, and many of the ringleaders were captured. Two of them, Berges and Carrenas, were tried and shot. The first named was formally the Paraguayan Secretary of Foreign Affairs. The new ministry of the Brazilian government is removing the presidents of the provinces, and appointing others in their places, which action is opposed by the Liberal party everywhere throughout the country.

LONDON, August 30th.—Accounts of the recent events on the Rio Parana have been received from Paraguayan sources. The Paraguayans claim that the allies received a severe check in two battles, on July 16th and 18th. The fortress was subsequently evacuated without the knowledge of the enemy, all the heavy guns were spiked, and the arms, ammunition and stores were removed.

The Governments of Chili and Bolivia have offered their good offices to Lopez as mediators.

The Paris *Patrie* has Paraguay advices which explains that Humaita was abandoned because Lopez had completed his new defensive lines of fortifications on the Tebiguary. The Paraguayans were confident that the allies, though holding the river, would not attempt to enter the interior of the country, and they believed that the war would soon be brought to an end by the lassitude of the combined forces.

#### The War Rumors in Europe.

LONDON, Aug. 30.—The possibility of war on the Continent is more and more discussed by the leading European journals. The opinion generally expressed is, that Prussia, though ready for war, really desires the continuance of peace, but that to Austria and Russia peace is indispensable, and that the French Emperor is now undoubtedly prepared for a conflict, but his policy is uncertain.

The *Liberal*, of Toulouse, says Marshal Neil, who is on a visit to that city, told the Council General that the army was animated by the best spirit—its armament was complete, the arsenals were full of material, and the financial resources of the empire were inexhaustible; and, compared with other Powers, France alone was equally ready for peace or war.

Some people think the necessity of diverting the discontent of certain classes in France may cause the Emperor to adopt a warlike policy. They say the election, by so large a majority, of the Liberal candidate, M. Golvy, in the department of the Jura; the manifestations of general disaffection on the part of the students of the medical schools and universities in Paris, the great success of *La Lanterne* and the deep and wide-spread indignation at its suppression, are signs of the public temper, sufficient in themselves to alarm the Emperor. Add to these circumstances, the expense of keeping an abnormal armament on foot, and the encouragement to war offered by the success of the past week, and there is reason, the people say, to expect a war in the autumn or spring. Corroboration of these views is sought in a recent editorial in the *Constitutionnel*, "urging the claims of the Empress Eugenie to the regency." It is argued that such claims as these would not be put forth at this time were it not anticipated that the Emperor might have to lead an army and be exposed to the perils of the field.

On the other hand, to offset these forebodings, there are official pledges of peace daily made; the advice officially given to capitalists to act as if assured of peace, and the argument so frequently urged by the French government, that the very completeness of the armament is a guarantee of peace. Recent and sudden changes of feeling on the Bourse and the variations in rentes are explained as the results of the alternate ascendancy of opposing views.

PARIS, Aug. 30.—In a public speech at Marseilles, M. Belvie assured his hearers that the policy of France was for the preservation of peace. The Emperor, he said, would guard it without ammunition, and without weakness, and the military precautions taken by the Government would make peace sure.

#### The Mails Between the United States and the East Indies.

A Postal Convention has just been concluded between the United States and the British post-office departments for establishing and regulating an exchange of mails between the United States, the Straits' settlements, and the British East Indies, by means, conjointly, of the line of United States mail steamers plying between San Francisco and Hong Kong (China), and of the line of British mail packets plying between Hong Kong and Singapore, Calcutta, Madras, Bombay and Aden. Its leading provisions are as follows:

On and after the first of November, 1868, (the date on which the convention is to be carried into operation), the postage to be levied and collected in the United States upon correspondence of all kinds posted in the United States, and addressed to the Straits settlements, or the British East Indies, for transmission by this route, will be ten cents per single rate of half ounce or under on letters; two cents each on newspapers, and eight cents per four ounces or fraction thereof on book packets, patterns and samples. The correspondence thus prepaid in the United States will be delivered at destination in the British East India possessions free of all charge whatever.

Prepayment is obligatory on newspapers, bookpackets, and patterns, but letters posted unpaid, or insufficiently paid, will nevertheless be forwarded, and charged at the place of destination in the Straits settlements, or the British East Indies, with a postage of 10d. (20 cents) per single rate, together with a fine of 6d. (12 cents.)

Paid correspondence of all kinds received from the Straits settlements, and the British East Indies by this route, will be delivered at the office of destination in the United States free of charge whatever; but unpaid or insufficiently paid letters so received will be charged on delivery with a postage of ten cents per single rate of half ounce or under, together with a fine of twelve cents each.

No accounts will be kept between the respective post departments on the correspondence thus exchanged, each department retaining all the postage which it collects, both on paid matter sent and unpaid matter received.

New York and San Francisco are the offices of exchange on the side of the United States, and Singapore, Calcutta, Madras, Bombay, and Aden are the exchange offices in the Straits settlements and the British East Indies.

—Victor Hugo travels on the continent with a British passport, in which he is described as "Victor Hugo, house owner, Island of Guernsey." When he first sent to London for it, the intelligent clerk who had charge of the passport department replied to him that he must exactly state who and what he was. This, however, was not the first time when Victor Hugo found that his illustrious name was by no means as well known as he thought. He was once in Paris, together with Alexander Dumas, at the *mairie* of the sixth *arrondissement*, in order to witness a document. After both he and Dumas had signed it, the clerk asked: "Victor Hugo what is your business? Are you a public functionary?" "No. Did you never hear of me?" "Never in my life." "Hold on," interposed Dumas, "I am sure you must have heard of me, my friend?" "Dumas!" said the clerk, shrugging his shoulders: "there are a great many persons bearing that name." The two poets left without trying to enlighten the clerk as to who they were.

## IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

LIVERPOOL—Ship Tuscarora, Rowland—27 crates 1 bhd earthenware W Buchanan & Sons; 600 bdls hoop iron Middleton & Harned; 280 do 125 do rod iron N & A Middleton; 846 bxs tin plates Nathan Trotter & Co; 27 tierces bleaching powder 200 kegs bi. carb of soda 93 bbls soda crystals Henry Karsten; 227 cks soda ash 50 drums caustic soda 100 tcs bleaching powder Yarnall & Trimble; 1 cs cutlery Chas Forsyth; 200 bags madder Charles Lennig; 11 Hand & Co; 299 bags madder Powers & Weightman; 82 bdls steel J G [illegible] ... [illegible]

LIVERPOOL—Bark Annie, Young—963 rails Baring Bros & Co; 1 cs machinery J Harrison; 64 cks soda ash Yarnall & Trimble; 14 bdls steel A M P Watson; 21 crates ethw S Dorsey & Son; 13 do E & J Willetts & Co; 21 do Hick & Kaub; 12 do Asbury & Young; 14 grindstones J Z crystals soda ash 375 bbls mdse 305 bbls soda ash; 200 [illegible] mdse Scholz & Janentzky.

MAYAGUEZ—Brig Clyde, Brown—192 hhds sugar 20 bbls do 20 cs cocoa 1 canoe John Mason & Co.

TRINIDAD—Bark Ariel, Douglas—163 hhds sugar 115 tcs do S & W Welsh.

## MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

| SHIPS | FROM | FOR | DATE |
|---|---|---|---|
| Propontis | Liverpool | Boston | Aug. 11 |
| Virginia | Liverpool | New York | Aug. 12 |
| Australasian | Liverpool | Quebec | Aug. 13 |
| Iowa | Glasgow | New York | Aug. 14 |
| City of Washington | Liverpool | N Y via Halifax | Aug. 15 |
| Hansa | Southampton | New York | Aug. 15 |
| Tripoli | Liverpool | Boston & N York | Aug. 18 |
| City of Paris | Liverpool | New York | Aug. 19 |
| France | Liverpool | New York | Aug. 19 |
| Java | Liverpool | New York | Aug. 22 |
| Colorado | Liverpool | New York | Aug. 25 |

TO DEPART.

| SHIPS | FROM | FOR | DATE |
|---|---|---|---|
| Arizona | New York | Aspinwall | Sept. 1 |
| Hammonia | New York | Hamburg | Sept. 1 |
| Juniata | Philadelphia | New Orleans | Sept. 1 |
| Cuba | New York | Liverpool | Sept. 2 |
| Pioneer | Philadelphia | Wilmington | Sept. 2 |
| Deutschland | New York | Bremen | Sept. 3 |
| Eagle | New York | Havana | Sept. 3 |
| Aleppo | New York | Liverpool | Sept. 3 |
| City of Paris | New York | Liverpool | Sept. 5 |
| Pereire | New York | Havre | Sept. 5 |
| Bellona | New York | London | Sept. 5 |
| Arago | New York | Bremen via Cowes | Sept. 5 |
| Iowa | New York | Glasgow | Sept. 5 |
| Virginia | New York | Liverpool | Sept. 5 |
| Dakota | New York | Aspinwall | Sept. 5 |
| City of Washington | N. York | Liverpl'via Hal's | Sept. 8 |
| Germania | New York | Hamburg | Sept. 8 |
| Stars and Stripes | Philad'a | Havana | Sept. 8 |

BOARD OF TRADE.
JAMES T. YOUNG,
COATES WALTON, MONTHLY COMMITTEE.
THOMAS POTTER,

## MARINE BULLETIN.

PORT OF PHILADELPHIA—AUG 31.

SUN RISES, 5 31 | SUN SETS, 6 29 | HIGH WATER, 1 34

ARRIVED YESTERDAY.

Bark Annie (Br), Young, 64 days from Liverpool, with mdse to John E Penrose.
Brig Clyde (Br), Brown, 21 days from Mayaguez, via Guayanilla, PR, with sugar and molasses to S & W Welsh.
Schr John H Perry, Kelly, 2½ days from New Bedford, with oil to J P Hodgdon.
Schr George Deering, Willard, 3 days from Portland, mdse to Crowell & Collins.

ARRIVED ON SATURDAY.

Ship Tuscarora, Rowland, 40 days from Liverpool, with mdse and 225 passengers to Cope Bros. Towed up by tug America.
Steamer Vulcan, Morrison, 24 hours from New York, with mdse to W M Baird & Co.
Bark Ariel (Br), Douglass, 20 days from Trinidad, with sugar to S & W Welsh.
Bark Gladstone (Br), Brown, from Providence, in ballast to J E Bazley & Co.
Brig Josephine, Linscott, from Wilmington, Del, in ballast to Merchant & Co.
Schr Clara Montgomery, Borden, 5 days from Boston, in ballast to Lathbury, Wickersham & Co.
Schr John Beatty, Price, from Richmond, with lumber to S Bolton & Co.
Schr Oneida, Davis, from Gardiner, Me, with ice to Warren & Gregg.
Schr Boston, Nickerson, from Saco, with ice to Sweet Brier Ice Co.
Schr Martha M Davis, Lawe, 1 day from Milford, Del, with grain to Jas Barratt.
Schr J S Wattson, Houck, from Lynn.

CLEARED ON SATURDAY.

Steamer Saxon, Boggs, Boston, H Winsor & Co.
Steamer Norfolk, Vance, Richmond, W P Clyde & Co.
Steamer G H Stout, Ford, Washington, W P Clyde & Co.
Steamer E Franklin, Pierson, Baltimore, A Groves, Jr.
Bark Deborah Pennell, Pennell, Pichilingue, Cal, Workman & Co.
Brig Emilia Celestina, Simeon, Gibraltar for orders, Merchant & Co.
Schr Curtis Tilton, Sommers, Boston, John Rommel, Jr.
Schr A H Brown, Babbitt, Dighton, do
Schr A Myrick, Stevens, Provincetown, do
Schr Wm Butman, Smart, Boston, do
Schr Casper Heft, Shoe, Nantucket, Castner, Stickney & Wellington.
Schr L A Burlingame, Burlingame, Cambridgeport, Weld, Neale & Co.
Schr H T Wood, Curles, Richmond, L Audenried & Co.
Schr Nellie Belle, Stahl, Boston, do
Schr J V Wellington, Chipman, Boston, do
Schr Mary Fletcher, Rowe, Boston, do
Schr M S Lewis, Lewis, Boston, do
Schr J Ricardo Jova, Little, Key West, do
Schr E H Atwood, Higgins, Salem, do
Schr J Beatty, Price, Washington, S Bolton & Co.
Schr E G Irwin, Atkins, Bristol, RI, captain.

Correspondence of the Philadelphia Exchange.

LEWES, DEL., Aug. 28.

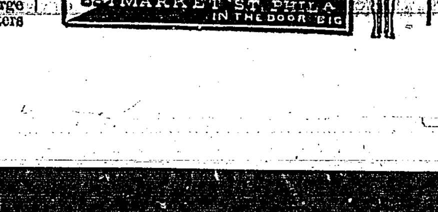
The following vessels are detained at the Breakwater by head winds: Bark Jessie, for Genoa; brig D B Doane, for Bordeaux; schrs E Binnickson, for Providence; J W Hall, for Millville; J Hammond, for Warren; Peace & Wave Crest, and J Ponder, for Boston; Lucy Holmes, for Kingston; E N Fox, for Norwich; American Eagle, for Pawtucket; T J Hill, for Fall River; W D Cargill, for Roxbury; R Law, for Mystic; C Fossett, for Portland; N Potter, for Braintree; Sebastcook, for N Bedford; Laura, for Portsmouth, and F McCahan, on an excursion party, all from Philadelphia; Gen Knox, from Boston for Philadelphia; F P Simpson, from Virginia for New York; Chas Moore, from W C Nelson, from New York for Norfolk; Pawnee, and G P Taylor, from Elizabethport for Norfolk; The Union, from Frederica for Newburg, and M E Long from Baltimore for Boston.

Yours, &c. JOSEPH LAFETRA.

MEMORANDA.

Ship Francis B Cutting, Tyson, was up at Liverpool 15th inst. for this port 18th.
Ship Ellen Austin, French, from N York 11th April, at San Francisco 24th inst.
Steamer Wyoming, Teal, sailed from Savannah 29th inst. for this port.
Steamer Hunter, Rogers, hence at Providence 28th instant.
Steamers City of Antwerp, Mirehouse, and Denmark, Thompson, cleared at New York 29th inst. for Liverpool.
Bark Dirigo, Morrison, hence for Rotterdam, was spoken 28th inst.—no lat, &c.
Brig G S Berry, Fassett, hence via Wilmington, NC. at Zaza 6th inst.
Brig James Baker, Phelan, from Zaza via Delaware Breakwater for Boston, was spoken 24th instant in lat 38 26, lon 74.
Brig Ellen P Stewart, Holland, hence for Gibraltar, was seen 25th inst. lat 38 05, lon 77 12.
Schr J H Perry, Kelly, sailed from New Bedford 28th inst. for this port.
Schr Lewis Chester, Gookin, cleared at Plymouth 25th inst. for this port.
Schrs W F Cushing, Cramer, and Wm B Thomas, Wins-more, sailed from Charleston yesterday for this port.

## SADDLES, HARNESS, &c.




## TRAVELERS' GUIDE.

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.

At 5.30 A. M., via Camden and Amboy, Accom. ... Fare. $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 6 P. M., for Amboy and intermediate stations.
At 5.30 and 8 A. M., 3 and 3.30 P. M., for Freehold.
At 8 and 10 A. M., 2, 3.30 and 4.30 P. M., for Trenton.
At 5.30, 8 and 10 A. M., 1, 2, 3, 3.30, 4.30, 6 and 11.30 P. M., for Bordentown, Burlington, Beverly and Delanco.
At 5.30 and 10 A. M., 1, 3, 3.30, 4.30, 6 and 11.30 P. M., for Florence.
At 5.30 and 10 A. M., 1, 3.30, 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 5.30 and 10 A. M., 1, 3, 4 and 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. and 6 P. 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., 1.30, 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., 1.30, 6.30 and 12 P. M. New York Express Line, via Jersey City ... $3 25
At 11.30 P. 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, Torresdale, 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, Binghampton, 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 Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, 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 4.20 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. 2.25 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.

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, 3½, 4, 5, 5¾, 6.10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown—6, 7, 7½, 8, 8.20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6½, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and the 3½ and 5½ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia—9.15 minutes A. M.; 2, 7 and 10¾ P. M.
Leave Germantown—8.15 A. M.; 1, 6 and 9¾ P. M.
CHESTNUT HILL RAILROAD.
Leave Philadelphia—6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9 and 11 P. M.
Leave Chestnut Hill—7.10 minutes, 8, 9.40 and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphia—9.15 minutes A. M.; 2 and 7 P. M.
Leave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40 and 9.25 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia—6, 7½, 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, 6¼ and 8½ P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.
Leave Norristown—7 A. M.; 1 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5¼, 6.15, 8.05 and 11½ P. M.
Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 3½, 5, 6¼ and 9 P. M.
ON SUNDAYS.
Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M.
Leave Manayunk—7½ A. M.; 1½ and 9½ P. M.
W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.

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........8.50 A. M.
" arrives at Erie........9.50 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........12.40 P. M.
" arrives at Philadelphia........7.10 A. M.
Erie Express leaves Erie........4.40 P. M.
" " Williamsport........3.15 A. M.
" arrives at Philadelphia........1.00 P. M.
Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage Checked Through.
ALFRED L. TYLER, General Superintendent.

QUICKEST TIME ON RECORD.

THE PAN-HANDLE ROUTE.

☞ 36 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 9.55 P. M., 36 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, August 3, 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 9.15 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 9.05 A. M. Returning leaves Philadelphia at 4.30 P. M.; arrives in Pottstown at 6.40 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 8.05 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 9.15 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 6.30 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 8.27 A. M. and 1.49 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 5.25 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 at 10.10 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 6.45, 11.30 A. M. and 6.40 P. M., returning from Tamaqua at 8.35 A. M., and 2.15 and 4.35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg, and at 12.15 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3.30 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 4.35 A. M., 12.45 noon, 5.00 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.
Mails close at the Philadelphia Post-Office for all places on the road and its branches at 5 A. M., and for the principal Stations only at 2.15 P. M.
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 No. 116 Market street.
TRAINS ARRIVE AT DEPOT, VIZ:
Cincinnati Express........at 1.55 A. M.
Philadelphia Express........" 7.10 "
Paoli Accom. No. 1........" 8.20 "
Parkesburg Train........" 9.10 "
Fast Line and Erie Mail........" 9.35 "
Fast Line........" 11.05 "
Lancaster Train........" 12.30 P. M.
Erie Express........" 5.20 "
Paoli Accom. Nos. 2 & 3........at 3.40 & 7.10 "
Day Express........" 5.00 "
Harrisburg Accom........" 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 train leaves 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.
mh19 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 dispatch to merchandise consigned to the above named points.
Goods delivered at the Through Freight Depot, S. E. cor. of FRONT and NOBLE Streets,
Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day.
ELLIS CLARK, Agent.

For Cape May via West Jersey Railroad

From Foot of Market Street (Upper Ferry).

Commencing Monday, Aug. 31, 1868.

Trains leave as follows:
FOR CAPE MAY.
9 A. M., Cape May Express, due at 12.25 (noon).
3.15 P. M., Cape May Passenger, due at 7.08 P. M.
RETURNING LEAVE CAPE ISLAND.
6.00 A. M., Morning Mail, due at 10.06 A. M.
5 P. M., Cape May Express, due at 8.22 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.
Cape May freight train 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 residence, by the Union Transfer Company.
WEST JERSEY RAILROAD LINES.
For Bridgeton, Salem, Millville, Vineland and intermediate stations, at 8 A. M. and 3.30 P. M.
For Cape May, 9 A. M. and 3.15 P. M.
Woodbury accommodation train, 6 P. M.
Bridgeton and Salem freight trains leave Camden daily at noon.
Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, 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, Hazleton, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.
At 2.35 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 all intermediate stations. Passengers for Willow Grove, Hatborough and Hartsville take stage at Abington for New Hope at Doylestown.
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., 2.30, 5 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 8.30 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 9.20, 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 4.30 P. M.
Fifth and Sixth streets Passenger Cars convey passengers to and from the new Depot.
White Cars of Second and Third Streets Line and Union Line run within a short distance of the Depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express Office No. 105 South Fifth street.

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.

## LUMBER.

MAULE, BROTHER & CO.

| | | |
|---|---|---|
| 1868. | SPRUCE JOIST. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. HEMLOCK. LARGE STOCK. LARGE STOCK. | 1868 |
| 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.
mh26-6m

YELLOW PINE LUMBER—ONE HUNDRED AND Sixty Thousand Feet Yellow Pine Boards from St. Mary's, Ga., afloat, for sale by E. A. SOUDER & CO., Dock st. Wharf. au27-5t

## GAS FIXTURES.

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

## PERSONAL.

ADVERTISING AGENCY.—GEORGE DELP & CO., Agents for all newspapers at the lowest rates. Office, No. 702 Chestnut street, second floor, PRESS BUILDING. no5-tu,th,s,ly

## EXCURSIONS.

Old, Reliable and Popular Route

BETWEEN

NEW YORK AND BOSTON,

And the only Direct Route for

Newport, Fall River, Taunton, New Bedford, Middleboro', and the Bridgewaters, and all Towns on the Cape Cod Railway, and Nantucket.

This line is composed of the BOSTON, NEWPORT AND NEW YORK STEAMBOAT COMPANY (Old Fall River Line), comprising the magnificent and fleet steamboats NEWPORT, OLD COLONY, METROPOLIS and EMPIRE STATE, running between New York and Newport, R. I., in connection with the Old Colony and Newport Railway, only 65 miles to Boston, making a through line.

One of the above boats leave Pier 28 North River daily (Sundays excepted), at 5 o'clock P. M., arriving in Newport at 2½ A. M.; the first train leaving Newport at 4 A. M., arriving in Boston in season for all Eastern trains. Families can take breakfast on the boat at 7 A. M., and leave at 7¾, arriving in Boston at an early hour.

Returning can leave Old Colony and Newport Railway, corner South and Kneeland streets, at 4½ and 5½ o'clock P. M.

For further particulars, apply to the Agent.

E. LITTLEFIELD, 72 Broadway, New York.
mv27-5m

BRISTOL LINE
BETWEEN
NEW YORK AND BOSTON,
VIA BRISTOL.

For PROVIDENCE, TAUNTON, NEW BEDFORD, CAPE COD, and all points of railway communication, East and North. The new and splendid steamers BRISTOL and PROVIDENCE leave Pier No. 40, North River, foot of Canal street, adjoining Debrasses street Ferry, New York, at 5 P. M., daily, Sundays excepted, connecting with steamboat train at Bristol at 4.30 A. M., arriving in Boston at 6 A. M., in time to connect with all the morning trains from that city. *The most desirable and pleasant route to the White Mountains. Travelers for that point can make direct connections by way of Providence and Worcester or Boston.*

State-rooms and Tickets secured at office on Pier in New York.

H. O. BRIGGS, Gen'l Manager.
ap20 6m§

FOR CAPE MAY.—On TUESDAYS, THURSDAYS and SATURDAYS.

The splendid new steamer LADY OF THE LAKE, Captain W. W. Ingram, leaves Pier 19, above Vine street, every Tuesday, Thursday and Saturday at 9.15 A. M., and returning leaves Cape May on Monday, Wednesday and Friday.

Fare $2 25, including carriage hire.
Servants $1 50.
Season Tickets $10. Carriage hire extra.

The Lady of the Lake is a fine sea boat, has handsome state-room accommodations, and is fitted up with everything necessary for the safety and comfort of passengers.

G. H. HUDDELL,
CALVIN TAGGART,
je30-tf Office No. 38 N. Del. avenue.

OPPOSITION TO THE COMBINED RAILROAD & RIVER MONOPOLY.

Steamer JOHN SYLVESTER will make daily excursions to Wilmington (Sundays excepted), touching at Chester and Marcus Hook. Leaving Arch Street wharf at 10 A. M., and 4 P. M.

Returning, leave Wilmington at 7 A. M., and 1 P. M. Light freight taken.

L. W. BURNS, Captain.
jy13tf

FOR CHESTER, HOOK, AND WILMINGTON—At 8.30 and 9.50 A. M., and 3.50 P. M.

The steamers S. M. FELTON and ARIEL leave Chestnut Street Wharf (Sundays excepted) at 8.30 and 9.50 A. M., and 3.50 P. M., returning, leave Wilmington at 6.50 A. M., 12.50 and 3.50 P. M. Stopping at Chester and Hook each way.

Fare, 10 cents between all points.

Excursion Tickets, 15 cents, good to return by either Boat. jy7 tf

## LEGAL NOTICES.

IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
CHRISTIAN H. GEISSE vs. ADAM S. HAUBERT.
Al. Lev. Fa. March Term, 1868; No. 827.

The Auditor appointed by the Court to make distribution of the fund arising from the sale under the above writ of the following described real estate, to wit:

All that certain Lot and Buildings thereon situate on the southeastwardly side of Frankford or Main street, and on the northeastwardly side of Margarette street, in Frankford, in the Twenty third Ward, containing in front on Frankford street, ninety four feet two inches, and extending of that width southeastwardly between parallel lines along the said Margaretta street two hundred and twelve feet six inches.

Will meet the parties interested for the purposes of his appointment on Tuesday, September 8th, 1868, at 12 o'clock M., at his office, No. 420 Walnut street, when and where all persons interested will make their claims, or be debarred from coming in upon said fund.

CADWALADER BIDDLE,
au25-10t Auditor.

IN THE DISTRICT COURT OF THE UNITED STATES, FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

CHARLES P. HAYES, of Philadelphia, Bankrupt, having petitioned for his discharge, a meeting of creditors will be held on the EIGHTH DAY OF SEPTEMBER, 1868, at 3½ o'clock P. M., before Register WILLIAM McMICHAEL, Esq., at No. 530 WALNUT Street, in the city of Philadelphia, that the examination of the bankrupt may be finished, and any business of meetings required by sections 27 or 28 of the act of Congress transacted.

The Register will certify whether the Bankrupt has conformed to his duty. A hearing will also be had on WEDNESDAY, September 23d, 1868, before the Court at Philadelphia at 10 o'clock A. M., when parties interested may show cause against the discharge.

Witness the Honorable JOHN CADWALADER, Judge of the said District Court, and the seal thereof, at Philadelphia, August 15th, 1868.

[Seal of Court.] G. R. FOX, Clerk.

Attest: WILLIAM McMICHAEL, Register.
au17-m3t*

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of NATALE PERELLI, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of A. B. DURAND and CONSTANT GUILLOU, Executors, and to report distribution of the balance in the hands of the accountants, will meet the parties interested, for the purpose of his appointment, on SATURDAY, the 5th day of September, at eleven o'clock A. M., at his office, No. 125 South Seventh street, in the city of Philadelphia.

LEONARD MYERS,
au28-f,m,w,5t§ Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of JOSEPH DELIAS, dec'd. The Auditor appointed by the Court to audit, settle and adjust the account of ANDREW HARPER, Administrator d. b. n. of JOSEPH DELIAS, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment, on THURSDAY, Sept 10th, 1868, at 3 o'clock, P. M., at his office, 426 Library street, in the city of Philadelphia.

JOHN C. KNOX, JR.,
au24-m,w,f,5t* Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of JOHN HUGHES, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of MARY HUGHES, Administratrix of the estate of JOHN HUGHES, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on Monday, September 7th, 1868, at 12 o'clock M., at his office, No. 125 South Fifth street, in the city of Philadelphia.

CHARLES D. FREEMAN,
au26-w,f,m-5t§ Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of TIMOTHY SULLIVAN, deceased.—The Auditor appointed by the Court to audit, settle and adjust the account of DENNIS SULLIVAN, Executor of the last will and testament of TIMOTHY SULLIVAN, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on TUESDAY, the 8th day of September, 1868, at 4 o'clock, P. M., at his office, No. 619 Walnut street in the city of Philadelphia. R. SHARKEY, Auditor. (au28,w,fm 5t*

ESTATE OF ELIAS MOYER, DECEASED.—LETTERS of Administration upon the above estate having been granted to the undersigned, all persons indebted to said estate to make payment, and those having claims against the same present them to SAMUEL S. BERRET, Administrator 473 North Second street, or to his attorney, H. G. HARTRANFT, 307 North Fifth street. au17 m,6t*

LETTERS TESTAMENTARY HAVING BEEN granted to the subscriber upon the Estate of Mrs. ELIZABETH McPHERSON, deceased, all persons indebted to the same will make payment, and those having claims present them to SARAH HARKNESS, Executrix, 1517 South Street, Philadelphia. au10m-6t*

ESTATE OF JOHN R WHITE, DECEASED.—LETTERS of Administration *cum testamento annexo* upon the above Estate having been granted to the undersigned, all persons indebted to said Estate are requested to make payment, and those having claims to present them to MARGARET WHITE, 413 South Eighteenth street; or her Attorney, THOS. J. DIEHL, 530 Walnut st. au3-m6t*

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of WILLIAM S. HALLOWELL, dec'd.—The Auditor appointed by the Court to audit, settle and adjust the first account of SAMUEL S. SCATTERGOOD, sole Executor of Estate of WILLIAM S. HALLOWELL, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on Tuesday, September 8th, 1868, at 4 o'clock, P. M., at his office, No. 423 Walnut street, in the city of Philadelphia. J. A. SPENGER,
au27,th,s,tu,5t§

ESTATE OF DAVIS PEARSON, DECEASED.—LETTERS Testamentary on the above estate having been granted to the undersigned, all persons indebted to the same will make payment, and those having claims present them to

CHARLEMAGNE TOWER,
JOHN B. HEYL,
au28-tu,th,6t§ Executors, 207 Walnut street.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of MERCHANT MAULSBY, dec'd.—The Auditor appointed by the Court to audit, settle and adjust the account of RACHEL E. MAULSBY and JOHN J. HALLOWELL, Executors of the last will and testament of MERCHANT MAULSBY, dec'd., and to report distribution of the balance in the hands of the accountants, will meet the parties interested for the purposes of his appointment, on MONDAY, September 7th, 1868, at 11 o'clock A. M., at the office of EDWARD S. CAMPBELL, Esq., No. 531 Vine street, in the City of Philadelphia. au25-to th s-5t§

ESTATE OF JAMES DICK, DECEASED.—LETTERS Testamentary upon the above Estate have been granted to the undersigned. All persons indebted thereto will pay, and those having claims present them to JAMES DICK, Executor, 518 S. Thirteenth street, or his Attorney, W. VOGDES, 128 S. Sixth street. au17 fr 6t*

IMPERIAL FRENCH PRUNES.—40 CASES IN TIN canisters and fancy boxes, imported and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.