Base Ball Match—The Athletics Again Vanquish the Atlantics.

New York, Sept. 7.—The return match between the Athletic and Atlantic Clubs, on the Union grounds, at Brooklyn, attracted not less than ten thousand spectators. A large police force preserved a fair field for the Philadelphians, and the grounds being in fine order a good trial of skill was anticipated. Never before have such crowds been collected, and such a high degree of skill in the two departments of the game displayed. Both clubs had out their full complement of players, though the Atlantics were without Pratt, their best pitcher, but they felt confident of winning without him. The game began at 3.20 P. M., with the Atlantics at the bat, and though five men took their stand before the pitcher, the result was a whitewash, owing to a beautiful catch by Fisler, two men being left on the bases. On the other side two runs were scored, Smith and Pearce failing to take chances.

In the second inning, the Atlantic batted well for four runs, and disposed of their opponents far a blank. In the third inning, the Atlantics were limited to two runs, while the Athletics batted handsomely for four—the totals now standing 6 to 6. In the fourth inning, the Atlantics were again whitewashed, chiefly by Fisler's fine play. On the part of the Athletics, Wilkins led off; finally, two runs were scored. This gave the lead to the Philadelphians, and the contest began to get quite interesting.

In the fifth inning Fisler captured the Atlantics for two runs, but the Athletics were limited to a single run, a splendid fly-catch by Crane eliciting loud applause. This still gave them the lead, the totals remaining at the close of the fifth inning at 9 to 8, with the game rapidly approaching the exciting point, as it was seen that the Philadelphians were in fine trim for play, and pretty confident of success.

In the sixth inning, by a dropped fly ball by "Sensey," the Atlantics were saved being whitewashed, and afterwards batted finely for three runs, which left the score at 11 to 9 for seven innings, with the Athletics 2 to get square. Now the Philadelphians had got the range of Zettlein's pitching, and the way they began to punish him was a caution to machine delivery.

Ball after ball was hit to places in the field where they could not be got at in time to save bases on hits, and this was done ball after ball by all hands in round style, but few errors marking the fielding, except a dropped fly-ball by McDonald, which gave two runs, the innings calling giving the Athletics no less than 14 runs, and a handsome lead by the totals of 23 to 11, over two to one.

Thus encouraged, the Athletics went into their seventh innings and finished by whitewashing the Atlantics, Wilkins marking his play by the finest stop of the game. They, by excellent batting, ran up the score to 32, and in the eighth innings, by way of a settler, added 5 more to the Atlantic's single run, thus closing the eighth inning with the totals at 37 to 12.

Of course this settled the question of the victory, and before the last inning terminated the audience began to disperse, the ninth inning finally leaving the game in the hands of the Athletics by 37 to 13. This is the first time the Athletics have ever defeated the Atlantics on their own grounds. This time, too, the Brooklyn players were out-played at their strong point of batting, the Athletic display being the finest of the season.

The weak point of the Atlantic's game was in not having a change of pitcher on their nine. They missed Pratt's services in this game if they never did before. The Philadelphians had an impartial umpire and a clear field, and to the credit of the Atlantic Club, be it said, they bear defeat manfully.

THE SCORE.

ATLANTIC.	O.	R.	ATHLETIC.	O.	R.
Pearce, s. s.	4	1	Reach, 2d b	3	4
Smith, 2d b	6	0	McBride, p	3	4
Start, 1st b	0	2	Radcliffe, c	4	4
Chapman, l. f	4	0	Wilkins, s. s	3	4
Crane, c. f	3	2	Fisler, 1 b	1	4
Mills, c	2	3	Sensenderfer, c. f.	3	4
Ferguson, 3d b	0	4	Foran, r. f	4	4
Zettlein, p	5	0	Cuthbert, l. f	3	5
McDonald, r. f	3	1	Berry, 3d b	3	4
Total	27	13	Total	27	37

INNINGS.

	1.	2.	3.	4.	5.	6.	7.	8.	9.	
Atlantic	0	4	2	0	2	3	0	1	1	—13
Athletic	2	0	4	2	1	14	9	5	0	—37

Umpire—Mr. McMahon, of the Mutual.
Club scorers—Messrs. Delany and Bell.
Time of the Game—2 hours 30 minutes.
Fly Catches—Atlantic, 13; Athletic, 11.
Foul Bound Catches—Atlantic, 4; Athletic, 1.
Out on Fouls—Atlantic, 2; Athletic, 5.
First Base on Hits—Atlantic, 15; Athletic, 13.
First Base on Errors—Atlantic, 8; Athletic, 5.
Left after Clean Bats—Atlantic, 6; Athletic, 7.
Total Bases on Hits—Atlantic, 20; Athletic, 66.
Double Plays—Atlantic, 0; Athletic, 1.
Total Errors of Play—Atlantic, 25; Athletic, 24.
Home Runs—Atlantic, 0; Athletic, 1.—*Press.*

Affairs in Georgia and Arkansas.

The following letter from the chairman of the Republican State Executive Committee of Georgia, explains itself. It will be noted that many of the predictions made in it have already been fulfilled. It was written previous to the expulsion of the colored members by the Legislature, and is addressed to the Republican Congressional Committee:

"The Democrats have inaugurated a new revolution in this State. They intend to overthrow the State government. The first step has been taken, or rather commenced. We have good evidence that they intend to expel the colored members of the House, and then expel the colored members of the Senate, and seat Democrats in their places. They will then have two-thirds of the House; but if they should not have, white Republicans enough will be expelled to give them two-thirds. They will, in the same way, get control of the Senate. A bill will then be passed to take the State railroads from the control of the government, and give it to the General Assembly. The patronage of the State roads is immense, and with it in their hands they expect to control the Assembly. They then intend to impeach the Governor and remove him; after that, God only knows what they will do."

After appealing to Congress to prevent the expulsion of the colored members, the letter continues:

"Our voters will have no protection at the polls, and there is great danger of bloodshed, but I do not know that Congress can do anything. We are not in as good condition as other Southern States, for they have Republican Legislatures, but the Democrats control ours. They can pass laws to protect voters, but we cannot. We have reliable information that the Democrats are arming in every part of the State, and everything is being done that can be to prevent the colored men from arming. Unless Congress does something for us, God only knows the result in many parts of the State. Our party is composed almost entirely of colored men. If the whites attempt to interfere with them at the polls, and there is every reason to believe that they will, bloodshed will follow. Can Congress do anything for us? Our General Assembly will do nothing to preserve peace; will Congress do it?"

The following is extracted from a letter from Arkansas, also addressed to the Republican Congressional Committee:

"In the large counties, where the Republicans are in the majority, they resort to sophistry, persuasion and lying. In the counties where the rebels are largely in the majority, a system of assassination has unquestionably been agreed upon, and is being carried out. Two members of the State Senate have escaped from an attempted assassination, both severely wounded. One member of the lower House was brutally murdered. All this within the last few days. Negroes are being shot down like dogs in many of the counties, and loyal men in several localities sleep in the forest instead of their houses. In fact, murder, riot, and intimidation are boldly advocated and practiced in many portions of the State, fully equal to the terrorism of 1861. It is not political excitement; it is a hellish rebellion in its worst form. The Democrats have their secret Kuklux organizations in every town, and are making every possible effort to arm their men thoroughly. We have every reason to believe that a large proportion of them are already well armed. In many localities they parade the streets in masks, and deliver volleys into the houses of Union men. They order them from their houses with the injunction that if they return they will pay the penalty with their lives, for they are determined no Radical shall live in Arkansas. They are rife for a rebellion that would be far more terrible in its consequences than the war we have just passed through, for they talk and mean extermination. The match is already lighted, and may be applied at any time."

A Night on the Matterhorn—Perilous Exploit of an English Tourist.

An Englishman who ascended the Matterhorn early in August, gives the following account of his adventure:

"It was very hot work at first; but as we got up the air became colder. When we reached the foot of the great rocky peak, of which the whole mountain top consists, the prospect looked rather awful—and fully explained why it was so long the belief that the mountain was inaccessible from this side. At half-past three we passed the place where the party had spent the night before the fatal ascent, and the guide showed us the name 'Douglas' scratched on the rock by the ill-fated scion of the house of Queensberry. Soon afterwards the climb up the steep rocky side began; and, awful as it looked from below, when you came to try it you found that it was nothing very much out of the way. Though very steep, still the rock was of the nature of a staircase, affording numerous ledges on which to place the feet and hands. We went straight up, partly guided by the blades of straw which had been dropped by the people who made the hut and took the straw up to make the beds.

"About 6 o'clock we knew that we must be near the hut, but as yet it was invisible. Just at this time the old guide came to a standstill. He had never seen the hut, though he knew the way to it. The rock in front was too steep for him to climb; but after some time he espied a place just at our left hand, the possibility of scaling which certainly never would have occurred to me, and, scrambling up, he disappeared round the corner from our wondering eyes. Another moment, and we heard him shout that he was at the cabin. He then let down the rope and drew up first the firewood, then the stocks, then our knapsacks, then me and then my companion. We were not up too soon, for it was past seven; and the first thing, after inspecting our quarters, was to watch the beautiful sunset, which was without a cloud, on the vast snowy scene around and beneath. Monte Rosa eminently justified its name by the warm, bright color which lit it up to the last. We could see into Italy as far as a fine group of mountains, some distance off; but the nearest mountains prevented a very extended view into the plain. The shadows, however, fell rapidly, and we set to collecting snow to melt for tea over the fire which we made just outside the door of the hut, in a snug corner of a little ledge on which it stands. We had excellent tea, and then mulled wine, with bread and butter, eggs, beef, milk, sugar, &c. The scene all around was very impressive. Above towered the fearful peak, seeming very near; at our feet descended the rocky slope we had surmounted. The face of the mountain, excepting where we had come up, is raked day and night by falling stones; and it was very grand, as darkness came on, to hear a stone begin to roll from high up near the top, and then, as it descended, dislodging others, till an avalanche of stones went rushing down with the roar of a railway train, revealing its course by striking fire against the rocks.

"At nine o'clock, the preconcerted time, we lit a second fire on a spot visible from Zermatt; and our signal was answered by another fire at the hotel down in the valley, and by a third at the Riffel Hotel—thus making a kind of triangular beacon. Just at this moment, we observed what we thought must be a fourth fire kindled high up on the snow dividing Switzerland from Italy. It grew brighter and larger, and we saw it was the moon rising. Till it got high, its face was just the color of flame. We made ourselves pretty comfortable for the night in the straw. But I can't say our sleep was very sound; and when we bestirred ourselves, between four and five, we felt rather cold and wretched till the fire was lit, and some warm good tea had cheered us—to say nothing of the sun, whose first rays broke most beautifully over the rim of snow, till above our heads the peak of Matterhorn glowed with fire. At seven we started to go down, and having got over the first nasty bit by the aid of ropes, we went on to the main ridge which descends from near the top towards Zermatt, and sat down for some time to admire the splendid view. Every peak was brilliant in the morning air, while below the valleys were sometimes filled with particolored clouds, which seemed to lie asleep in their narrow beds. The guide said that he had never seen a more beautiful view. Throughout all, however, one could not shake off the recollection of the terrible accident of 1865; for there, right before us, was the sheer tremendous precipice which must have killed the hapless climbers long before they could reach the bottom. And there, on the snow, was the very spot where the bodies came to rest; and at our side was the man who had felt and withstood the fatal shock, and by his resistance to the strain had narrowly escaped with his own life.

"We were obliged to come down slowly and carefully. Though there was no place actually dangerous, still the old guide never for a moment relaxed his caution, and the rope was in as constant use coming down as it had been in going up the rocky steep. At eleven we had cleared the part of the mountain requiring caution, and once more looking back with awe at the marvelous rock, we pursued the descent to Zermatt."

King Theodore's Comedians in Paris.

Galignani says: "The correspondents of the London journals who followed Lord Napier to Magdala neglected to send home accounts of the dramatic entertainments at the Court of Theodorus — an unaccountable omission, for a troupe of thirty Abyssinians, the 'comediens et acrobates du Roi Theodorus,' have arrived to initiate the Parisians into the dramatic diversions of Ethopia. They have been engaged at the Hippodrome, where they perform various antics, but none very surprising or graceful. Yet they have an Ethiop chic about them which has at least the merit of novelty. The holiday folks, however, who have crowded that establishment of late, appear to prefer the military spectacle provided by M. Arnault for their diversion, as they cheer on the forlorn hope and the assailants who gallantly take the pasteboard city by assault under a heavy fire of blank cartridges. The rough game of war is well enough enacted, as the artists are soldiers who have played the game in earnest. By the way, there is a slight change in the *affiché* of the Hippodrome, as the Ethiopians who were originally announced as the 'ex-acrobates du Roi Theodorus' are now *affichés* as the 'ex-artistes du Negus.'"

AMUSEMENTS.

NEW CHESTNUT STREET THEATRE.—FOURTH WEEK of the Grand Spectacle, THE WHITE FAWN, AND JARRETT & PALMER'S COMBINED PARISIAN AND VIENNESE BALLET TROUPES. THE WHITE FAWN RECONSTRUCTED, WITH NEW DANCES, NEW SONGS, NEW EFFECTS, AND TABLEAUX. THE GUARD IMPERIAL, Composed of little children ON HORSEBACK. MILITARY BALLET AND MARCH. NEPTUNE'S DAUGHTERS AT BATH. THE FESTIVAL OF THE BELLS. THE BUILDING OF THE TOWER. THE FIRE-FLY BALLET. GRAND PROCESSIONS. KINGDOM OF FISHES. THE AIKA BALLET. FARRAGUT MATELOT, AND TRANSFORMATION SCENE. SATURDAY AFTERNOON—MATINEE.

WALNUT STREET THEATRE. Begins at 8 o'clock. THIS (TUESDAY) EVENING, Sept. 8. UNPRECEDENTED SUCCESS. HOUSES CROWDED TO THE DOME. Increased excitement attends the nightly representation of the Grand Romantic Drama, in six acts, by Charles Reade, Esq., entitled FOUL PLAY. From the celebrated work of CHARLES READE AND DION BOUCICAULT. View of the Bay and City of Hobart Town, Australia. THE LOVER'S LEAP. THE SHIP IS SCUTTLED AND SINKS. STORM ON THE PACIFIC OCEAN. Rescue of Hazel from a watery grave. SATURDAY AFTERNOON AT TWO O'CLOCK, FOUL PLAY MATINEE.

ACADEMY OF FINE ARTS, CHESTNUT Street, above Tenth. Open from 9 A. M. to 6 P. M. Benjamin West's Great Picture of CHRIST REJECTED still on exhibition. je28-tf

FOX'S AMERICAN VARIETY THEATRE, EVERY EVENING and SATURDAY AFTERNOON. GREAT COMBINATION TROUPE. In Grand Ballets, Ethiopian Burlesques, Songs, Dances, Gymnast Acts, Pantomimes, &c.

SPECIAL NOTICES.

PHILADELPHIA AND READING RAILROAD COMPANY, OFFICE NO. 227 SOUTH FOURTH STREET. PHILADELPHIA, May 27, 1868. NOTICE to the holders of bonds of the Philadelphia and Reading Railroad Company, due April 1, 1870:—The Company offer to exchange any of these bonds of $1,000 each at any time before the 1st day of October next, at par, for a new mortgage bond of equal amount, bearing 7 per cent. interest, clear of United States and State taxes, having 25 years to run. The bonds not surrendered on or before the 1st of October next will be paid at maturity, in accordance with their tenor. my29-t oct1 S. BRADFORD, Treasurer.

DIVIDEND NOTICES.

THE PENNSYLVANIA FIRE INSURANCE COMPANY. SEPTEMBER 7th, 1868. The Directors have this day declared a dividend of Seven Dollars and Fifty Cents per Share on the Stock of the Company for the last 6 months, which will be paid to the Stockholders or their legal representatives, after the 17th instant. se7 9t§ WM. G. CROWELL, Secretary.

RELIEF ASSOCIATION.

NOTICE. OFFICE OF THE MANHATTAN CO-OPERATIVE RELIEF ASSOCIATION, No. 432 WALNUT STREET, PHILADELPHIA. OBJECT.—The object of this Association is to secure a cash payment within forty days after the death of a member of as many dollars as there are members in the class to which he or she belongs, to the heirs. ILLUSTRATION: Class "A" has 5,000 male members. A member dies. The Association pays over within forty days $5,000 to the widow or heirs, and the remaining members forward within thirty days one dollar and ten cents each to the Association to reimburse it. Failing to send this sum, they forfeit to the Association all moneys paid, and the Association supplies a new member to fill the place of the retiring one. TEN CLASSES FOR MEN AND TEN FOR WOMEN. CLASSES.—In class A all persons between the ages of 15 and 20 years; in Class B all persons between the ages of 20 and 25 years; in Class C all persons between the ages of 25 and 30 years; in Class D all persons between the ages of 30 and 35 years; in Class E all persons between the ages of 35 and 40 years; in Class F all persons between the ages of 40 and 45 years; in Class G all persons between the ages of 45 and 50 years; in Class H all persons between the ages of 50 and 55 years; in Class I all persons between the ages of 55 and 60 years; in Class K all persons between the ages of 60 and 65 years. The classes for women are the same as above. Each class is limited to 5,000 members. Each person pays six dollars upon becoming a member, and one dollar and ten cents each time a member dies belonging to the same class he or she is a member of. One dollar goes direct to the heirs; ten cents to pay for collecting. A member of one class cannot be assessed this dollar if a member of another class dies. Each class is independent, having no connection with any other. To become a member it is necessary: To pay Six Dollars into the Treasury at the time of making the application; to pay One Dollar and Ten Cents into the treasury upon the death of each and any member of the class to which he or she belongs, within thirty days after date of notice of such death; to give your Name, Town, County, State, Occupation, etc., also a medical certificate. Every minister is asked to act as agent, and will be paid regular rates. FUNDS.—Circulars will explain fully in regard to funds and investments. Circulars giving full explanation and blank forms of application will be sent on request or upon a personal application at the office of the Association.

TRUSTEES AND OFFICERS. E. McMURDY, President. E. T. WRIGHT (President Star Metal Company), Vice President. W. S. CARMAN (President of the Stuyvesant Bank), Treasurer. LEWIS SANDERS, Secretary. J. R. MANGAM (President National Trust Co.) D. S. DUNCOMB, No. 8 Pine street. The trust funds will be held in trust by the NATIONAL TRUST COMPANY, No. 336 Broadway, New York. Agents wanted for this city. Address WILLIAM LIPPINCOTT, General Agent, Manhattan Co-operative Relief Association, se2-1m§ No. 432 Walnut street, Philadelphia.

BOARDING.

A FEW YOUNG MEN CAN BE ACCOMMODATED with Board, and the comforts of a home, at No. 150 North Fifth street. se8-2t*

WANTED—BOARDING IN A PRIVATE FAMILY for six Adults. Four rooms required. $200 per month, including fire and gas, will be paid. Address FAMILY, this Office. se5-3t§

ELIGIBLE ROOMS, WITH BOARD, AT 3991 LOcust Street, West Philadelphia. se5 1m*

WANTS.

WANTED TO RENT, BY A SMALL FAMILY, a moderate sized furnished house, for four or five months from December 1st; west of Broad, between Pine and Chestnut streets, preferred. Address Box No. 2,844, P. O. se7 2t*

WANTED—BY AN ENERGETIC YOUNG MAN with good business qualifications and address—a situation in which he could make himself generally useful. Salary not so much of an object as a permanent situation; has served in the late war with considerable credit to himself; can furnish undoubted reference. Address "ENERGY," BULLETIN Office. aul9 tf§

WANTED.—ACTIVE AND INTELLIGENT GENTLEMEN to engage as Solicitors for the HOME LIFE INSURANCE COMPANY, in this city and adjoining counties. Apply at the office of the company. B. K. ESLER, General Agent, aul0.m w f 3m§ Corner Fourth and Library Sts., Phila.

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, AND CHIMNEY CAPS, COOKING-RANGES, BATH-BOILERS, WHOLESALE and RETAIL.

RETAIL DRY GOODS.

8-4 AND 3-4 BLACK IRON BAREGES, BEST qualities. Pure Silk Black Grenadines, Summer Poplins, steel colors, Black Lace Shawls and Rotundas, White Lace Shawls and Rotundas, Real Shetland Shawls, Imitation Shetland Shawls, White and Black Llama Shawls, White and Black Barege Shawls— Summer stock of Silks and Dress Goods, closing out cheap. EDWIN HALL & CO., jy18 tf 28 South Second street.

STOLEN.

STOLEN—$5,000 UNITED STATES 5-20 BONDS, 1865, January and July, Nos 16,631, 73,035, 59,014, 59,015—each $500; Nos. 842, 843, 205, 407—each $1,000. A reward of Five Hundred Dollars will be paid for the detection and conviction of the thieves, or the recovery of the Bonds. WHELEN BROTHERS, se4,f,m,w,3t§ 105 South Third street, Philadelphia.

EDUCATION.

MR. H. Y. LAUDERBACH'S Select Classical, Scientific and Commercial School for Boys and Young Men will open on Monday, September 14, at the ASSEMBLY BUILDING, TENTH and CHESTNUT Streets. This School will combine the thoroughness and system of a first-class public school, with the peculiar advantages of a well-appointed private academy. Applications for admission may be made at the rooms daily, from 9 to 12 A. M. au23 1m§

PENNSYLVANIA MILITARY ACADEMY, AT CHESTER, PA., (FOR BOARDERS ONLY.) The session commences THURSDAY, SEPTEMBER 3d. For Circulars apply to James H. Orne, Esq., 626 Chestnut street; T. B. Peterson, Esq., 306 Chestnut street, or to COL. THEODORE HYATT, au28-12t§ President Pennsylvania Military Academy.

ART SCHOOL. PROFESSOR F. A. VAN DER WIELEN'S EUROPEAN SCHOOL OF ART, At 1334 CHESTNUT Street, Philadelphia. The only one of its kind in America, will reopen for the reception of pupils, SEPTEMBER 7, 1868. This Institution is not designed to be limited to Artists exclusively. Its instructions are carefully adapted to the wants of teachers; while amateurs, and all who desire proficiency in any branch of Art as an accomplishment, will find in the scheme a liberal as well as an exacting course of study. The Rooms are open to students through the entire day; hours of instruction from 10 A. M. to 3 P. M. Admission may be had at the beginning of any month. Circulars on application. se5 s tu th 12t*

FRIENDS' SCHOOLS, S. E. CORNER OF FOURTH and Green streets, will re-open on SECOND DAY, the 7th of Ninth Month, 1868. These Schools consist of a Primary, for Boys and Girls. Secondary, for Boys and Girls, and a Grammar for Girls only. Additional class-rooms have been added to the Primary and Secondary Schools, affording superior accommodations. [se4-12t] Application may be made at the Schools, to FANNY B. WMAN, Principal of Grammar School. REBECCA T. BUCKMAN, Principal of Secondary School. ABBIE T. LIPPINCOTT, Principal of Primary School.

ANDALUSIA COLLEGE. Re-opens September 9th, 1868. PRIMARY DEPARTMENT for Boys from six to twelve years of age. ACADEMIC DEPARTMENT for Boys of the usual age at Boarding School. COLLEGIATE DEPARTMENT for Young Men in the Higher Departments of a Business and Liberal Education. Address REV. H. T. WELLS, LL.D., President, aul3 1mo* Andalusia, Penna.

INFANT DAY SCHOOL IN THE SCHOOL BUILDing of the Church of the Holy Trinity, Philadelphia, corner of Walnut street and Rittenhouse square. Miss A. L. Clark will open a school for children between the ages of five and ten years, on MONDAY, Sept. 14th, 1868. Hours from 9 A. M. to 1 P. M. Terms: $25 per half year. The School year will begin September 14th and close June 25th. REFERENCES. Rev. PHILLIPS BROOKS, Mr. JOHN BOHLEN, Mr. LEMUEL COFFIN, Mr. MONCURE ROBINSON, Mr. WM H. ASHHURST, Prof. CHAS. J. STILLE, Mr. ALEXANDER BROWN, Mr. GIBSON PEACOCK, Mr. THOMAS H. POWERS, Mr. WILLIAM P. CRESSON. jy28tsep14

CHEGARAY INSTITUTE, ENGLISH AND FRENCH, FOR YOUNG LADIES, BOARDING AND DAY PUPILS, 1527 and 1529 SPRUCE Street, Philadelphia, Penna., Will RE-OPEN on MONDAY, Sept. 21st. MADAME D'HERVILLY has the pleasure of announcing that DR. ROBERT H. LABBERTON will devote his time *exclusively* to the Chegaray Institute. French is the language of the family and is constantly spoken in the Institute. jel8-s tu th 6m

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

ACADEMY OF THE PROTESTANT EPISCOPAL CHURCH, Locust and Juniper streets. The Autumnal Session will open on MONDAY, September 7th. Applications for admission may be made during the preceding week, between 10 and 12 o'clock in the morning. JAMES W. ROBINS, M. A., aull-tu.th.s24t§ Head Master.

FRENCH AND ENGLISH DAY SCHOOL FOR Young Children, No. 1717 PINE street.—Miss BYRNES will resume duties on WEDNESDAY, September 16th. For circulars, apply at the Bookstore of Mrs. Hamilton Thomas, 1344 Chestnut street. sel tu th s8t*

D. GUILLEMET, French Teacher, 237 South Ninth street. au27 th.s.t 1m*

THE MISSES WILSON WILL RE-OPEN THE school for young ladies, formerly Miss Palmer's, Green street, Germantown, on TUESDAY, September 15th 1868. aul3-th,tu,s,tsel2*

THE MISSES MORDECAI WILL RE-OPEN THEIR School for Young Ladies on MONDAY, September 21, at 1205 Spruce street. se2 1m*

CATHARINE M. SHIPLEY WILL RE-OPEN HER School, No. 4 South Merrick street, (September) 9th month, 15th, 1868. au26toct15§

YOUNG MEN AND BOYS' ENGLISH, CLASSICAL, Mathematical and Scientific Institute, 1908 MOUNT VERNON street, reopens September 7th. Preparation for business or college. Rev. JAMES G. SHINN, A. M., au25 6w§ Principal.

THOS. BALDWIN'S ENGLISH, MATHEMATICAL and Classical School for Boys, N. E. corner Broad and Arch, will reopen September 7. au25tm*

THE BEST PROVIDED SCHOOL IN AMERICA.—The Scientific and Classical Institute, a School for Boys and Young Men, corner of Poplar and Seventeenth streets, reopens MONDAY, September 7. J. ENNIS, A.M., Principal. au24 1m§

CENTRAL INSTITUTE, TENTH AND SPRING Garden streets, re-opens September 7. Preparation for College or Business. Special attention given to *Primary Pupils.* Residence of the Principal, No. 534 North Tenth street. H. G. McGUIRE, A.M., Principal. au24 6w§ J. W. SHOEMAKER, Vice Prin.

MISS GRIFFITTS WILL RE-OPEN HER SCHOOL September 9th, in the large second-story room of the building in the rear of the Church of the Epiphany, corner of Chestnut and Fifteenth streets. au24 1m*

H. D. GREGORY, A. M., WILL RE-OPEN HIS Classical and English school, No. 1108 Market street, on Tuesday, September 1st. au24,1m*

GEORGE R. BARKER, A. M., WILL RE-OPEN HIS English and Classical School, Price street, Germantown, on MONDAY, September 7. au21 tf§

MISS STOKES' SCHOOL, 4807 MAIN STREET, GERmantown, will re-open Monday, September 14th. au24 1m§

MR. JAMES M. CHASE WILL RESUME HIS CLASses in Latin, Greek, and English, Sept. 14. Address P. O. Box 1849. sel tu th s 12t*

THE MISSES ROGERS, 1914 PINE STREET, WILL re-open their School for Young Ladies and Children on MONDAY, Sept. 7th. sel tu, th, s 1m§

THE WEST PENN SQUARE SEMINARY FOR Young Ladies, No. 5 S. Merrick street, will re-open on Monday, September 21st. Circulars may be obtained at the school. MRS. M. S. MITCHELL, sel-t,th,s,9t* Principal.

MISS KID'S ENGLISH AND FRENCH DAY SCHOOL for Young Ladies, St. Clement's church building, will reopen Tuesday, Sept. 15. Applications may be made at the School on the 11th, 12th and 14th of September, between 11 A. M. and 1 P. M. sel,4,8,10,12,15*

MISS M. TSCHUDY WILL REOPEN HER SCHOOL, 1717 Pine street, Wednesday, Sept. 16th. se2-wfm-1m

REV. ALBERT HENRY BARNES, A. M., WILL REopen his Classical and English School, No. 923 Chestnut street, on MONDAY, September 7th. se3-6t*

THE ARCH STREET INSTITUTE FOR YOUNG Ladies, 1345 Arch street, will re-open MONDAY, Sept. 14th. MISS L. M. BROWN, sel 1m§ Principal.

MISS ELIZA W. SMITH WILL RE-OPEN HER Boarding and Day School, Sept. 14, at No. 1324 Spruce street. au31-1m-§

PENN INSTITUTE, FOR YOUNG LADIES, No. 1436 North Fifteenth street. EDWARD GIDEON, A. M., Principal. Open September 14th. au31-13t*

SCHOOL FOR BOYS.—MR. R. H. CHASE WILL BE at the School rooms, 1518 Chestnut street daily, after Sept. 7th. Term begins Sept. 14th. sel-tf-§

THE GYMNASIUM, Corner of NINTH and ARCH streets, For Ladies, Gentlemen and Children, is now prepared for the Winter Course, and open Day and Evening. This Institute has been in successful operation since 1859; and thousands of pupils have been greatly benefitted by it. Call in person or send for a Circular. se2-w,f,m,6t§ Prof. L. LEWIS.

LESSONS IN DRAWING AND PAINTING GIVEN in schools or to private pupils, by a graduate of the School of Design. au31 m w f6t* Inquire at No. 1733 Filbert street.

MISS M. K. ASHHURNER will reopen her school, Northwest corner of Fifteenth and Pine streets, on SEPTEMBER 7th, 1868. Entrance on Pine street. PHILADELPHIA, Aug. 28, 1868. au28-f,m,w,1m*

MADAME CLEMENT'S BOARDING AND DAY School for Young Ladies, West Walnut Lane, Germantown. The next session will open WEDNESDAY, September 9th. For circulars apply to the Principal. au5 w&ftse15§

BELLEVUE INSTITUTE FOR YOUNG LADIES, ATTLEBORO, PA. The next school year commences 9th mo. (September) 7. For catalogue address the Principal. au22-w,s,6t§ W. T. SEAL.

GEORGE EASTBURN, A. B., WILL OPEN an English and Classical School in the Third National Bank building, West Penn Square, on September 14th, 1868. Previous to the 14th, the Principal may be seen at the school room, from 10 A. M. to 1 P. M. se3,10t*

GERMANTOWN ACADEMY, SCHOOL LANE AND Green Street. Fall Term opens on MONDAY, September 7th. Boys prepared for College or business. Send for circulars to 5109 Germantown Avenue. au11tm§ C. V. MAYS, A. M. Principal.

UNIVERSITY OF PENNSYLVANIA (FACULTY OF ARTS.) CHARLES J. STILLE, LL.D., Provost and Professor of History and English Literature. JOHN F. FRAZER, LL.D., Professor of Natural Philosophy and Chemistry. GEORGE ALLEN, LL.D., Professor of the Greek Language and Literature. FRANCIS A. JACKSON, A. M., Professor of the Latin Language and Literature. E. OTIS KENDALL, LL.D., Professor of Mathematics. OSWALD SEIDENSTICKER, Ph. D., Professor of the German Language and Literature. JOHN G. R. McELROY, A. M., Assistant Professor of Rhetoric and History. REV. CHARLES P. KRAUTH, D.D., Professor of Intellectual and Moral Philosophy. BREVET BRIGADIER-GENERAL CHARLES F. RUFF, United States Army, Professor of Military Science and Tactics. LEON DE LA COVA, Instructor in Spanish. GUISEPPE MAZZA, Instructor in Italian. CHARLES BERAULT, Instructor in French. REV. ROBERT E. THOMPSON, A. M., Instructor in Mathematics. SAMUEL H. CLEVELAND, A. M., Instructor in Composition and Elocution. The first term of the Academic Year will open on TUESDAY, the 15th of September, at 10 o'clock A. M. Applicants for admission will be examined at half-past ten. Students who have completed the two first years of the College Course, or who, having been educated elsewhere, may pass an examination in the studies of these two years, may thenceforth relinquish the studies of the Ancient Languages and of the higher Mathematics, and pursue instead courses of Modern Languages, History and Applied Science, and receive the degree of Bachelor of Arts at the end of their course. Or, upon passing an examination in all the studies of the Freshmen and Sophomore years, excepting the Greek and Latin, they may then take a two years' course in Philosophy, Mathematics, the Physical Sciences and Modern Languages, and graduate as Bachelors of Science. Students may also, with the approval of the Faculty, be admitted to one or several of the above courses of study and receive a certificate of proficiency in the particular branch or branches pursued. The fees for the full course (either for the Degree of Bachelor of Arts or Bachelor of Sciences) are thirty-five dollars per term, payable in advance. Partial students, taking less than four subjects of study, are charged ten dollars for each subject. FRANCIS A. JACKSON, se8 Secretary of the Faculty.

MISS MARY E. AERTSEN AND MISS MARY E. Stevens will open their school for young ladies Agams street, above Walnut lane, Germantown, on Wednesday, September 9, 1868. se8-10t*

ACADEMY OF THE PROTESTANT EPISCOPAL Church, Locust and Juniper streets. The Autumnal Session opened on September 7th. JAMES W. ROBINS, M. A., se8-tu,th,s,12t§ Head Master.

MISS MARY F. HOWELL HAVING RETURNED TO the city, will begin her lessons at her residence, 41 S. Nineteenth street, on the 15th of September. se8-6t

THE MISSES JOHNSTON'S BOARDING AND DAY School for Young Ladies, No. 1327 Spruce street, will re-open (D. V.) September 14, 1868. se8-1m*

YOUNG LADIES' INSTITUTE, 1643 GREEN STREET. Duties resumed September 14. se7-16t* REV. ENOCH H. SUPPLEE, A. M., PRINCIPAL.

A LADY WISHES A FEW MORE PUPILS FOR French, German and Piano. Terms moderate. Address J. M. T., 480 North Fourth Street. se7 3t*

SIGNOR MAZZA, PROFESSOR OF THE ITALIAN Language, at the University of Pennsylvania, 1838 Chestnut street. se7-1m*

CARRIE S. BURNHAM'S SCHOOL FOR YOUNG Ladies and Misses, No. 1616 Filbert street, opens September 16th, 1868. A few Boarding Pupils desired. See circular, at the BULLETIN Office, or address Miss BURNHAM, 1616 Filbert street, Philadelphia. au20-1m§

PRIVATE INSTRUCTION IN THE CLASSICS AND Mathematics, and a Select School for Boys (reopened Sept. 7th), by Rev. SAMUEL EDWARDS, 1306 Chestnut street, Philadelphia. Apply before 1 P. M. aul9-1m*

THE UNDERSIGNED WILL OPEN A PRIVATE School for Boys, Chelten Avenue, Germantown, September 7th. A limited number of pupils will be received into the family of the Principal. Residence, School Lane, above Green. Particulars from circulars. aul9-tf§ J. H. WITHINGTON, A. M., Principal.

MISS ANABLE'S SCHOOL, NO. 7 ABBOTSFORD Place, 1350 Pine street, Philadelphia, will re-open Wednesday, September 16, 1868. aul7,24t*

GERMANTOWN SEMINARY FOR YOUNG LADIES, Green street, south of Walnut Lane, will reopen September 9th. Circulars furnished upon application. aul7,tf§ Prof. W. S. FORTESCUE, A. M., Principal.

MISS LAIRD WILL OPEN A SEMINARY FOR Young Ladies, Sept. 14, at No. 238 North Eighth street. Circulars may be obtained of the Principal, No. 903 North Seventh street. aul7 1m*

BORDENTOWN FEMALE COLLEGE, BORDENTOWN, N. J. Pleasantly located on the Delaware River, about 30 miles north of Philadelphia. The very best educational advantages furnished in connection with a pleasant home. Session opens September 15th. For terms, &c., address aul.36t§ JOHN H. BRAKELEY.

RUGBY ACADEMY, FOR BOYS, NO. 1415 LOCUST street. EDWARD CLARENCE SMITH, A. M., Principal. Pupils prepared for BUSINESS OR HIGH STANDING IN COLLEGE. First-class preparatory department. Circulars at LEE & WALKER'S, No. 722 Chestnut street, or by addressing Box 2611 P. O. Next session begins September 14th. au3,36t§

CHESTNUT STREET FEMALE SEMINARY, PHILadelphia—Miss Bonney and Miss Dillaye will reopen their Boarding and Day School (Thirty-seventh session) September 16, at 1615 Chestnut street. Particulars from Circulars. aul0-oct15

THE PHILADELPHIA SCHOOL OF DESIGN FOR Women, Northwest Penn Square, re opens on Monday, September 14th. Catalogues can be had at the school house by personal application or by post. au29-s,tu,w,th,t sel4§ T. W. BRAIDWOOD, Principal.

MARY P. ROBESON'S ENGLISH AND FRENCH Day School for Young Ladies, at No. 1613 Filbert street, will be re-opened Ninth Month (September) 14th. [se3-1m*

MOSS & BRUCKNER. LABORATORY 138 WALNUT STREET. Practical instruction with the blow-pipe and in al branches of chemistry. Terms moderate. au21-18t*

GERMANTOWN.—MISS LOUISE TAYLOR WILL reopen her school for children on Wednesday, September 9th, at No. 5029 Main street, (Longmire's Buildings) Residence, corner of Main street and Market Square. aul5 1m*

RITTENHOUSE ACADEMY, 43 South Eighteenth street, will reopen on Monday, September 14th. Circulars at the Academy. Call from 8 to 9 A. M. or from 4 to 5 P. M. aul5 2m. L. BARROWS, Principal.

CLASSICAL, FRENCH AND ENGLISH SCHOOL, Thirteenth and Locust streets. Next session begins Sept. 14th. B. KENDALL, A. M., Principal. au28-1m*

ANNIE AND SARAH COOPER WILL OPEN THEIR School for Young Ladies, No. 1733 Filbert street, Sept. 14th. au29 12t*

SELECT HIGH SCHOOL FOR YOUNG MEN AND BOYS, No. 110 North TENTH street. The exercises will be resumed Ninth Month 15th. au28-14t* CALEB S. HALLOWELL, A. M.

CLASSICAL AND ENGLISH SCHOOL, AT 1113 MARket street, re-opens September 7. Rooms large. au26-1m* WM. S. COOLEY, A. M.

ANNA KAIGHN'S SCHOOL FOR YOUNG LADIES, No. 1819 Green street, will reopen on the 14th of September. au26-1m*

A GENTLEMAN OF EXPERIENCE WISHES A short engagement, daily, in school or family. Address P., care Dr. Hall, 23 North Juniper street. au7 m&w2t*

MUSICAL.

MONS ALEXANDER WOLOWSKI, PIANIST AND Vocalist, having taken parlors at No. 703 SPRUCE street, announces to the public that he is ready to impart instruction in Vocalism and upon the Piano by his new system. The pupil will speedily accomplish not only reading music at sight, but become perfect in regard to time, as essential in reading music. Reception hours from 9 to 11 A. M., and 4 to 6 P. M. se8 6t§

MR. CHARLES H. JARVIS WILL RESUME THE duties of his profession MONDAY, Sept. 14, at 1817 Green street. se8-1m*

PROFESSOR E. BARILI WILL COMMENCE HIS Singing Lessons on the 14th of SEPTEMBER. Address, 1102 CHESTNUT Street. Circulars can be obtained in all music stores. se7-1m*

MR. JAS. N. BECK WILL RESUME HIS LESSONS in Music between the 15th and 20th of September. Residence No. 1806 Mt. Vernon st. se5

A. BACHMANN, ORGANIST OF THE CHURCH OF the Atonement, resumes Lessons on Piano, Organ and Violin. 1342 Brown street. se1-1m*

MR. J. G. OSBOURN HAS REMOVED HIS ROOMS for Musical Instruction to No. 805 Race street. Mr. Osbourn takes pleasure in offering his services to the public on moderate terms, and invites particular attention to his Theoretical and Practical method of Piano Forte and Guitar instruction. au26 1m§

SIG. P. RONDINELLA, TEACHER OF SINGING. PRIvate lessons and classes. Residence, 308 S. Thirteenth street. au25.1y§

MR. V. VON AMSBERG, TEACHER OF THE PIANO, will resume his lessons September 14, No. 254 South Fifteenth street. aul7-3m*

NAVAL STORES.

NAVAL STORES.—100 barrels Pale and No. 1 Rosin; 250 barrels No. 2 Rosin; 200 barrels Common Rosin; 50 barrels (H) Wilmington Pitch; 100 barrels Prime White Spirits Turpentine. In store and for sale by COCHRAN, RUSSELL & CO., 22 North Front street. se8-tf

RICE.—50 CASKS CAROLINA RICE IN STORE AND for sale by COCHRAN, RUSSELL & CO., 22 North Front street. se8tf

SPIRITS TURPENTINE—50 BARRELS SPIRITS TURpentine now landing and for sale by EDW. H. ROWLEY, No. 16 South Wharves. au27-tf

NAVAL STORES.—200 BARRELS No. 1 ROSIN; 50 barrels Pale Rosin; 300 barrels No. 2 Rosin; 100 barrels Prime White Spirits Turpentine; 84 barrels North Carolina Tar; 272 barrels Anchor Ship Pitch. For sale by EDW. H. ROWLEY. au3 tf No. 16 South Delaware avenue.

SADDLES, HARNESS, &c.

PREPARE FOR THE FALL TRADE.

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9. It contains a list of all vessels loading for this Port.
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11. It makes a specialty of all Oil News.
12. It makes a specialty of all Gold and Silver Mining News.
13. It has special Marine Reporters.
14. It has racy local and biographical sketches.
15. It has spicy Editorials on Commercial Topics.
16. It has two columns of reliable Quotations.
17. It has a faithful report of the Petroleum Trade.
18. It contains OFFICIAL STATEMENTS of the condition of the Banks.
19. It contains the Annual Reports of all the Railroad Companies.
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21. It contains several columns of Commercial Items condensed from original sources.
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241 Dock Street,

PHILADELPHIA.

From our Late Editions of Yesterday

By the Atlantic Cable.

London, Sept. 7.—Murphy, of Manchester, the noted public assailant of Romanism, whose violent speeches have so often been attended with rioting, offered himself as one of the candidates to represent that city in the House of Commons at the coming election, this making the sixth candidate for Manchester.

On Saturday evening a meeting was called in the interest of Murphy, at which it was estimated 6,000 people were present. Speeches were made advocating his claims and denouncing the conduct of the magistrates toward him in the matter of the Ashton riots in May last. While the speaking was going on the meeting was attacked by a mob of Irish Catholics, who charged the platform and dispersed the speakers.

A general fight ensued, which lasted during nearly an hour. Clubs, stones and other weapons were used, and many persons were badly injured. The police at last succeeded in quelling the riot and arresting several of the ringleaders. The city was greatly excited, and there were renewals of the disorder to some extent during the night and on Sunday.

The London *Times*, in its city article of to-day, says the annexation of Mexico to the United States is desirable, but the time is not yet ripe, and that that object could not be accomplished now without needless expense and bloodshed.

London, Sept. 7, Evening.—Consols, 94 for money and account. Five-twenties, 71¾; Atlantic and Great Western, 38¾; Erie, 30¼; Illinois Central, 91.

Paris, Sept. 7.—The Bourse is dull. Rentes, 70f. 55c.

Liverpool, Sept. 7, Evening.—Cotton closed easier; sales of 10,000 bales. Lard firm. Other articles unchanged.

London, Sept. 7, Evening.—Cloverseed, 52s. Spirits of Petroleum advanced to 1s. Calcutta Linseed declining.

Antwerp, Sept. 7, Evening.—Petroleum, 49½.

The Prospects of a September Session.

[Special Despatch to the Phila. Evening Bulletin.]

Washington, Sept. 7.—General Banks is here to-day, talking in favor of a September session, not for legislation, but to take another recess until October.

The recent action of the Georgia legislature and the almost unanimous wish of the Southern Republicans are strengthening the feeling in favor of a session, but the chances, if the sentiment of Congressmen in all parts of the country is to be taken as a guide, are still decidedly against it.

Senator Morgan and General Schenck have agreed, however, to meet here on the 16th to consider the subject. Wade and Colfax will arrive about the same time, and a considerable number of other members will also be here to compare opinions.

The Revenue Department Troubles.

[Special Despatch to the Philadelphia Evening Bulletin.]

Washington, Sept. 7.—The supervisorships of revenue remain *in statu quo*, the attempt to effect a compromise on the subject having, for the present, been abandoned.

The Commissioner of Revenue and Deputy Harlan continue to ignore the proceedings against them going on in New York, although their private advices inform them that Binckley yesterday expressed great surprise that they did not appear in person to answer the charges.

Public Debt Statement.

Washington, Sept. 7.—The following statement of the public debt of the United States on the 1st of September, 1868, has just been issued:

DEBT BEARING COIN INTEREST.		
5 per cent. bonds	$221,588,400 00	
6 per cent. bonds, 1881	283,677,300 00	
Do. 5-20 bonds	1,591,226,050 00	
		$2,096,491,750 00
DEBT BEARING CURRENCY INTEREST.		
Three year compound int. notes	$10,625,410	
Three per cent. certificates	62,205,000	
Navy Pension Fund at three per cent	3,000,000	
		$75,830,410
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three year 7 30 Notes due August 15, 1867, June and July 15, 1868	$4,656,000 00	
Compound Interest Notes, matured June 10, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867 and May 15, and and Aug. 1, 1868	503,490 00	
Texas Indemnity Bonds	256,000	
Treasury Notes, acts of July 17th, 1861, and prior thereto	154,111 64	
Bonds, April 15th, 1842; January 28th, 1847, and March 31st, 1848	1,258,200 00	
Treasury Notes, March 3, 1863	555,492 00	
Temporary Loan	744,920 00	
Certificates of Indebtedness	13,000 00	
		12,665,213 64
DEBT BEARING NO INTEREST.		
U. S. Notes	$356,021,073 00	
Fractional Currency	32,502,218 37	
Gold Certificates of Deposit	23,161,620 00	
		412,984,911 37
Grand Total		2,607,942,285 01
Six per cent lawful money bonds issued to the Pacific railroad companies		$35 314,000
Total debt		$2,643,256,285 01
Amount in the Treasury:		
Coin	92,570,901 21	
Currency	15,071,070 77	
		107,641,971 98
Total debt less cash in Treasury		$2,535,614 313 03

The foregoing is a correct statement of the public debt as appears from the books and Treasurer's returns in the Department on Sept. 1st, 1868. H. McCulloch, Secretary of the Treasury.

The warrants issued by the Department during August to meet the requirements of the Government amounted in round numbers as follows:

Civil, miscellaneous and foreign intercourse, including the Alaska purchase	$13,000,000 00
Interest on public debt	4,830,000 00
War Department	11,800,000 00
Navy Department	1,600,000
Interior Department	6,500,000
Total	37,730,000

The warrants issued for the redemption of the public debt do not appear in the above.

From Kansas.

Leavenworth, Sept. 7.—A special despatch from Hays City to the *Conservative* says that a party of Arrapahoes and Cheyennes made a dash on Fort Dodge on the morning of September 3, but were driven off after a severe fight. Four soldiers of the Third Infantry were killed and seventeen wounded. The Indian loss is unknown. General Sheridan is now at Fort Dodge.

Attempted Suicide.

Utica, Sept. 7.—A man named Cosgrove attempted to commit suicide in this city yesterday. He stabbed himself near the heart, and then nearly severed his left wrist. It is thought he will recover.

From Rhode Island.

Providence, R. I., Sept. 7.—The report in the New York papers and telegraph thence, that the Stonington boat was in collision with a vessel on Friday night, is incorrect.

Marine Intelligence.

New York, Sept. 7.—Arrived, steamers City of London, from Liverpool, and Dakotah, from Aspinwall.

Philadelphia Bank Statement.

The following is the weekly statement of the Philadelphia Banks, made up on Monday afternoon, which presents the following aggregates:

Capital Stock	$16,017,150
Loans and Discounts	55,684,068
Specie	220,900
Due from other Banks	4,351,236
Due to other Banks	7,203,502
Deposits	38,075,607
Circulation	10,623,316
U. S. Legal Tender and Demand Notes	16,875,409
Clearings	30,666,465
Balance	3,292,630

The following statement shows the condition of the Banks of Philadelphia, at various times during the last few months:

	Loans.	Specie.	Circulation.	Deposits.
1867.				
Jan. 1	52,312,347	903,633	10,388,820	41,808,827
Feb. 4	52,551,130	871,564	10,430,893	39,592,713
Mar. 4	51,079,173	826,678	10,581,600	39,367,388
April 1	50,780,306	803,148	10,631,532	34,150,285
May 6	53,054,267	886,053	10,630,695	37,674,050
June 3	52,747,308	834,393	10,637,482	37,332,144
July 1	52,538,962	365,187	10,641,311	36,616,847
Aug. 5	53,427,640	302,055	10,635,925	53,094,543
Sept. 2	53,734,687	307,658	10,625,356	38,323,355
Oct. 7	53,041,100	259,303	10,627,921	34,857,467
Nov. 4	52,684,577	278,590	10,640,820	33,604,001
Dec. 2	51,213,435	216,071	10,640,819	34,817,985
1868.				
Jan. 6	52,002,304	235,919	10,639,003	36,621,274
Feb. 3	52,604,919	248,673	10,638,927	37,924,287
Mar. 2	52,459,759	211,565	10,630,484	35,798,314
April 6	52,209,234	215,835	10,642,670	31,278,119
May 4	53,833,740	314,366	10,631,044	35,109,937
June 1	53,562,449	239,371	10,626,937	36,574,457
July 6	53,653,471	233,296	10,625,426	39,528,200
" 20	53,994,618	185,252	10,647,552	39,214,535
" 27	54,024 855	195,686	10,622,247	39,303,725
Aug 3	54,341,163	187,281	10,623,646	40,424,671
" 10	54,592,0 5	184,001	10,622,751	40,341,032
" 17	54,674,768	196,530	10,624,772	39,662,493
" 24	55,151,724	155,186	10,623,360	38,987,466
" 31	55,255,479	182,268	10,622,581	38,512,596
Sept. 7	55,684,068	222,900	10,623,316	38,075,607

The following is a detailed statement of the business of the Philadelphia Clearing House for the past week, furnished by G. E. Arnold, Esq., Manager:

	Clearings.	Balances.
Aug. 31	$5,361,391 78	$599,584 86
Sept. 1	4,593,377 31	555,792 87
" 2	5,103 631 54	446,078 83
" 3	4,657,729 06	541,742 75
" 4	5,359,996 37	644 055 42
" 5	5,590,339 81	514,386 20
	$30,666,465 91	$3,292,630 93

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

BOSTON—Steamer Saxon, Boggs—20 blocks tin J W Baker; 23 pkgs dry goods G W B ewer & Co; 277 bxs nails Biddle Hardware Co; 40 cs oil cloth G W Hisbon Co; 26 cs dry goods J S Barry & Co; 77 pkgs stoves E & J Baker; 10 do glassware S G Boughton; 17 pkgs wool Boyd & White; 18 cs boots and shoes John Borden; 39 do Baker & Bros; 26 Bunting, Durborow & Co; 63 Barcroft & Co; 17 cs mdse Claxton, Remsen & Co; 34 do dry goods Coffin & Altemus; 125 pkgs dry goods B W Chase & Co; 110 do woodware E W Cassady & Co; 58 half chests tea Corry & Co; 63 cs boots and shoes Chandler, Hart & Co; 31 do Clafin & Partridge; 65 Connover, Lorff & Co; 10 pkgs wool etc Dorman Bros; 11 cs boots and shoes Early & Harris; 15 cs castor oil French, Richards & Co; 6 do organs J E Gould; 59 do sewing machines Grover & Baker; 117 cs boots and shoes Graff, Watkins & Co; 10 do W L Garrett; 60 bxs nails Handy, Brenner & Co; 314 rolls paper Howell Bros; 84 bxs nails Heaton & Denckla; 13 cs boots and shoes M Heywood; 75 bbls apples Howes Bros; 24 coils cordage A H Hinckle; 110 cs boots and shoes Hibbler, Keith & Co; 71 do Haddock, Reed & Co; 76 do A C Harmer; 51 bbls bxs Dr D Jayne & Son; 18 bxs mdse Johnston, Holloway & Cowden; 25 cs boots and shoes F & J M Jones; 64 do chair stock Kilburn & Gates; 25 bbls vinegar Koons, Schwarz & Co; 10 bales rags Kenworthy & Brooks; 20 bbls paint J Lucas; 15 cs dry goods A R Little & Co; 25 do mdse 10 pcs machinery J B Lippincott; 17 cs dry goods T T Lea & Co; 24 bxs lemons 70 barrels apples N Hellings; 12 cs boots and shoes R R Leviek; 195 empty packages Massey, Huston & Co; 6 cases 5 bundles paper C Magarge & Co; 50 barrels syrup Morris Knight; 19 cases boots and shoes Munroe, Bmartz & Co; 69 do C D McClees; 12 packages yarn, &c, Merrill & Co; 73 cs boots and shoes Nickerson & Morely; 61 do W W Paul; 69 G N Roedell; 66 E S Reeves; 165 A A Shumway; 31 J M Saunders; 34 Shultz & Else; 23 Townsend G Wilson; 178 Thatcher & Co; 25 A Tilden & Co; 31 D S Winebrenner; 50 bbls apples Pritchard & Co; 74 rolls leather R N Pratt; 25 bales sponge Penna Elastic Sponge Co; 220 bxs mdse Russell & Er- in Co; 170 bdls tack plates M Rowland; 13 pkgs yarn, &c. H H Soule; 19 pkgs dry goods Sutton & Smith; 58 boxes mdse Thayer & Cowperthwaite; 28 kegs lead Wetherill & Bro; 13 pkgs dry goods Wilbur & Baxter; 1054 pkgs fish Crowell & Collins; 48 do Knight & Sons; 197 do Kennedy & Stairs; 60 do Atwood, Rich & Co; 135 do J N Shriver; 77 do J L Nicholson; 45 do E S Crowell; 10 do G B Kerfoot; 22 do A F Cheesbrough; 25 do Koons & Schwarz; 275 do 50 bbls syrup 175 bdls iron 25 cs boots and shoes 50 bbls apples, &c, order.

ST. JAGO—Schr Sibyl, Almeida—207 hhds sugar 118 bbls do 1 box machinery John Mason & Co.

QUACO, NB—Schr Olive L Rourke, Rourke—207,000 laths 125 520 pickets 2678 feet plank J W Gaskill & Sons.

ST. JOHN, NB—Schr M E Staples, Dinsmore—1,200,000 laths J W Gaskill & Sons.

WINDSOR, NS—Schr Farragut, Clark—420 tons plaster C C Van Horn.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Cella	London	New York	Aug. 22
America	Southampton	New York	Aug. 25
Tarifa	Liverpool	New York	Aug. 25
Colorado	Liverpool	New York	Aug. 25
Allemannia	Southampton	New York	Aug. 26
City of London	Liverpool	New York	Aug. 26
Pennsylvania	Liverpool	New York	Aug. 26
Caledonia	Glasgow	New York	Aug. 28
Napoleon III	Brest	New York	Aug. 29
City of Cork	Liverpool	N York via Halifax	Aug. 29
Scotia	Liverpool	New York	Aug. 29
TO DEPART.			
Stars and Stripes	Philad'a	Havana	Sept. 8
Alaska	New York	Aspinwall	Sept. 9
Java	New York	Liverpool	Sept. 9
Morro Castle	New York	Havana	Sept. 10
Tripoli	New York	Liverpool	Sept. 10
San Francisco	New York	San Juan, Nic	Sept. 11
Columbia	New York	Glasgow	Sept. 12
City of London	New York	Liverpool	Sept. 12
France	New York	Liverpool	Sept. 12
Fah kee	New York	Bermuda	Sept. 14
Allemannia	New York	Hamburg	Sept. 15
Scotia	New York	Liverpool	Sept. 16
Caledonia	New York	Glasgow	Sept. 16
Colorado	New York	Liverpool	Sept. 16
Tarifa	New York	Liverpool	Sept. 17
Star of the Union	Philadel'a	N. O. via Havana	Sept. 17
Pioneer	Philadelphia	Wilmington	Sept. 17

BOARD OF TRADE.

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

MARINE BULLETIN.

PORT OF PHILADELPHIA—SEPTEMBER 8.

SUN RISES, 5 24 | SUN SETS, 6 20 | HIGH WATER, 5 18

ARRIVED YESTERDAY.

Steamer Saxon, Boggs, 48 hours from Boston, with mdse and passengers to H. Winsor & Co.

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

Steamer S C Walker, Sherin, 24 hours from New York, with mdse to W M Baird & Co.

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

Schr Farragut, Clark, 8 days from Windsor, with plaster to C C Van Horn. Was run into by an unknown brig, in the South Channel during a thick fog, night of 1st inst; lost mainsail and mainboom, and both davits; the brig lost all her head gear, leaving her cutwater and head on the deck of the schooner.

Schr Sibyl, Almeida, from St Jago de Cuba 20th ult. with sugar to John Mason & Co.

Schr Olive L Rourke, Rourke, 10 days from Quaco, NB, with lumber to J W Gaskill & Sons.

Schr Kate McLean, Conklin, 15 days from St John (Antigua), with old iron to order.

Schr M E Staples, Dinsmore, 7 days from St John, NB, with lumber to J W Gaskill & Sons.

Schr W B Thomas, Winsmore, from Charleston, with phosphate rock to T Wattson & Sons.

Schr E Nickerson, Nickerson, 6 days from Boston, with mdse to captain.

Schr W H Tiers, Hoffman, 6 days from Charleston, with lumber to D S Stetson & Co.

Schr Little Rock, Rickman, from Suffolk, Va, with lumber to captain.

Schr Watchman, Dority, 16 days from Calais, with laths and pickets to J W Gaskill & Sons.

Schr G A Bais, Churchill, 4 days from Portland, Ct. with stone to captain.

Schr Island Home, Carver, 4 days from Vinalhaven with stone to Lennox & Burgess.

Schr Wm E Leggett, Porter, 6 days from Portsmouth Va, with lumber to J W Gaskill & Sons.

Schr Caroline C, Haynes, from Calais, with lumber to Knight & Sons.

Schr Sabao, Samson, from Brunswick, Ga, with lumber to J W Gaskill & Sons.

Schr Gen Taylor, Wiley, 5 days from Provincetown, with mdse to Geo B Kerfoot & Co.

Schr Delaware, Wilson, 2 days from Milton, Del, with grain to Jas L Bewley & Co.

Schr Lottie, Taylor, 5 days from Boston, with mdse.

Schr Tropic, Banks, from Salisbury.

CLEARED YESTERDAY.

Steamer Bristol, Wallace, New York, W P Clyde & Co.
Bark Sam Sheppard, Evans, Cienfuegos, G C Carson & Co.
Bark Gladstone, Brown, Stettin, J E Bazley & Co.
Brig Harry Stewart, Weeks, Naples, do
Brig John Chrystal, Barnes, Ponce, John Mason & Co.
Schr J Crockford, Briggs, Providence, Sinnickson & Co.
Schr Kate Walker, Salem, L Audenried & Co.
Schr M M Freeman, Freeman, Boston, do
Schr Mary & Eliza, Gibbs, Boston, do
Schr Jas Martin, Harris, Boston, do
Schr Right Bower, Bower, Boston, do
Schr Geo A Haig, Churchill, Saco, Pine Knot Coal Co.
Schr Little Rock, Rickman, Richmond, captain.

MEMORANDA.

Ship Lancaster, Jackson, cleared at Liverpool 7th inst. for this port.

Steamer Pioneer, Catharine, hence at Wilmington, NC yesterday.

Bark Mary C Fox, Ross, hence for Portland, at Holmes' Hole 4th inst.

Bark Sitka, Thompson, from Liverpool 15th July for this port, was spoken 4th inst. lat 41, lon 65.

Brig George Amos, Hall, cleared at St John, NB, 4th inst. for this port.

Brig Keying, Billings, at Hamburg 21st ult. from Mazatlan.

Brig J Bickmore, Pendleton, at Remedios 22d ult. for Boston.

Brig Geo Harris, French, hence at Salem 4th inst.

Schr Virginia Price, Blanchard, 8 days from Glace Bay, at New York yesterday.

Schr Hamburg, Laird, hence at Washington, DC, 5th instant.

Schr Emma D Finney, Tuttle, sailed from Charleston yesterday for this port.

MARINE MISCELLANY.

The investigation into the stabbing of the captain and mate of the American bark E Schultz, from Philadelphia, before alluded to as having taken place before the U S Vice Consul at St Georges, Bermuda, has resulted in two of the men being taken from the vessel, and placed in custody for the purpose of being sent to the United States for trial. The witnesses, we are informed, will be sent on from Pensacola, where the bark intends going from Aspinwall; the remainder of the crew have gone on in the vessel, and did not seem inclined to give any trouble.—Bermuda Gazette Aug 18.

CLOTHS, CASSIMERES, &c.

CLOTH STORE.—JAMES & LEE, No. 11 NORTH SECOND street, have now on hand a large and choice assortment of Fall and Winter Goods, particularly adapted to the Merchant Tailor Trade, comprising in part, French, Belgian and American Cloths of every description. OVERCOATINGS. Black French Castor Beavers. Colored French Castor Beavers. London Blue Pilot Cloths. Black and Colored Chinchillas. Blues, Black and Dahlia Moscows. PANTALOON STUFFS. Black French Cassimeres. Do Doeskins. Fancy Cassimeres new styles. Steel Mixed Doeskins. Cassimeres for suits, new styles. 3-4 and 6-4 Doeskins, best makes. Velvet Cords, Beaverteens, Italian Cloths. Canvas, with every variety of other trimmings, adapted to Men's and Boys' wear, to which we invite the attention of Merchant Tailors and others, at wholesale and retail. JAMES & LEE, aul0tf No. 11 North Second street. Sign of the Golden Lamb.

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.

NEW CROP ARABIAN DATES.—100 MATTS, FINE quality, landing and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

SHIPPERS' GUIDE.

For Boston---Steamship Line Direct.

SAILING FROM EACH PORT EVERY FIVE DAYS, FROM PINE STREET, PHILADELPHIA, AND LONG WHARF, BOSTON.

This line is composed of the first-class Steamships, ROMAN, 1,488 tons, Captain O. Baker. SAXON, 1,250 tons, Captain F. M. Boggs. NORMAN, 1,293 tons, Captain Crowell. The SAXON from Phila. on Saturday, Sept. 12, at 10 A. M. The NORMAN, from Boston, Thursday, Sept. 10 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., my31 338 South Delaware avenue.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST. EVERY SATURDAY, At Noon, from FIRST WHARF above MARKET street. THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee and the West via Virginia and Tennessee Air-Line and Richmond and Danville Railroad. Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. The regularity, safety and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer. Steamships insure at lowest rates. Freight received DAILY. WM. P. CLYDE & CO., 14 North and South Wharves. W. P. PORTER, Agent at Richmond and City Point. T. P. CROWELL & CO., Agents at Norfolk. fel-tf

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES. FROM QUEEN STREET WHARF. The STAR OF THE UNION will sail FOR NEW ORLEANS, via HAVANA, on Thursday, September 17, at 8 o'clock A. M. The JUNIATA will sail FROM NEW ORLEANS, VIA HAVANA, on September—. The TONAWANDA will sail FOR SAVANNAH on Saturday, September 12th, at 8 o'clock A. M. The WYOMING will sail FROM SAVANNAH on Saturday, September 12th. The PIONEER will sail FOR WILMINGTON, N. C., on Thursday, Sept. 17th, at 6 o'clock P. M. Through Bills of Lading signed, and Passage Tickets sold to all points South and West. WILLIAM L. JAMES, General Agent. CHARLES E. DILKES, Freight Agent, no8 No. 314 South Delaware avenue.

HAVANA STEAMERS. SEMI-MONTHLY LINE. The Steamships HENDRICK HUDSON Capt. Howes. STARS AND STRIPES Capt. Holmes. These steamers will leave this port for Havana every other Tuesday at 8 A. M. The steamship STARS AND STRIPES, Holmes, master, will sail for Havana on Tuesday morning, 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., 14 South Wharves, Philadelphia. JAS. HAND, Agent, 119 Wall street, cor. South, New York. mh19-tf§

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest. Steamers leave regularly from the first wharf above Market street, every Saturday at noon. Freight received daily. WM. P. CLYDE & CO., 14 North and South Wharves. J. B. DAVIDSON, Agent at Georgetown. M. ELDRIDGE & CO., Agents at Alexandria, Virginia. fel-tf

FOR ANTWERP.—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. aul2 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. [mh15-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

CONSIGNEES OF MERCHANDISE PER PRUSSIAN bark "Frederick Gustav," Dinse, master, from Liverpool, will please send their permits on board at — street wharf, or at the office of the undersigned. The general order will be issued on WEDNESDAY, the 9th inst., when all goods not permitted will be sent to the public stores. PETER WRIGHT & SONS, se7 3t 115 Walnut street.

CONSIGNEES OF MERCHANDISE, PER AMERICAN Ship "Bombay," from Liverpool, will please send their permits on board, at Shippen street wharf, or to the office of the undersigned. The General Order will be issued on Wednesday, the 9th instant, when all goods not permitted will be sent to Public Stores. PETER WRIGHT & SONS, 115 Walnut street. se7-3t

ALL PERSONS ARE HEREBY CAUTIONED against trusting any of the crew of the Prussian bark "Frederick Gustav," Dinse, Master, as no debts of their contracting will be paid by the Captain or consignees. PETER WRIGHT & SONS, 115 Walnut street. se 7 tf

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

NEW PUBLICATIONS.

SPICY NEW BOOKS. SMOKED GLASS. A new humorous, burlesque work, by ORPHEUS C. KERR, whose celebrated "Orpheus C. Kerr Papers," for originality and raciness have never been surpassed by any satirist. Illustrated with many side-splitting, comic drawings. Price $1 50. WOMAN, LOVE AND MARRIAGE. A charming volume of pleasant, light and graceful talk upon a topic that never grows old—"The Old Theme." By FRED SAUNDERS, author of "Salad for the Solitary." Price $1 50. THE PHILOSOPHERS OF FOUFOUVILLE. A humorous and satirical work, showing up the comic and ridiculous side of Fourierism, Socialism, and all other isms of the day. Price $1 50. THE NEGROES IN NEGROLAND. Negroes in America and negroes generally. A compilation of nearly everything statistical about the Negro, embracing extracts from all books of travel, and from nearly every writer upon the subject. By HINTON ROWAN HELPER, author of "Impending Crisis of the South," &c. Paper cover, price $1. These books are beautifully bound—sold everywhere—and sent by mail, postage free, on receipt of price, by G. W. CARLETON, Publisher, se2 w s4t 497 Broadway, New York.

JUST READY—BINGHAM'S LATIN GRAMMAR.—New Edition.—A Grammar of the Latin Language for the Use of Schools. With exercises and vocabularies by William Bingham, A. M., Superintendent of the Bingham School. The Publishers take pleasure in announcing to Teachers and friends of Education generally, that the new edition of the above work is now ready, and they invite a careful examination of the same, and a comparison with other works on the same subject. Copies will be furnished to Teachers and Superintendents of Schools for this purpose at low rates. Price $1 50. Published by E. H. BUTLER & CO., 137 South Fourth street, Philadelphia. And for sale by Booksellers generally. aul1

LECTURES.—A new Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects: How to live and what to live for; Youth, Maturity and Old Age; Manhood generally reviewed; The cause of indigestion, flatulence and Nervous Diseases accounted for. Pocket volumes containing these lectures will be forwarded to parties unable to attend on receipt of four stamps, by addressing J. J. Dyer, 35 School street, Boston. fel8 ly§

PRANG'S AMERICAN CHROMOS FOR SALE AT all respectable Art Stores. Catalogues mailed free by my9 s,6m L. PRANG & CO., Boston.

BOOKS BOUGHT, SOLD AND EXCHANGED AT JAMES BARR'S, 1105 Market street, Phila. fel0-ly

DRUGS.

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. SNOWDEN & BROTHER, 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

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

COAL AND WOOD.

CROSS CREEK LEHIGH COAL. PLAISTED & McCOLLIN, No. 3033 CHESTNUT Street, West Philadelphia, Sole Retail Agents for Coxe Brothers & Co.'s celebrated Cross Creek Lehigh Coal, from the Buck Mountain Vein. This Coal is particularly adapted for making Steam for Sugar and Malt Houses, Breweries, &c. It is also unsurpassed as a Family Coal. Orders left at the office of the Miners, No. 341 WALNUT Street (1st floor), will receive our prompt attention. Liberal arrangements made with manufacturers using a regular quantity. jyl6-tf

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

MEDICINAL.

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

ISABELLA MARIANNO, M. D., 225 N. TWELFTH Street. Consultations free. my2-ly

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 used. This fence is especially adapted for country seats or for the protection of lawns. It is in universal use in England in parks and pleasure grounds. YARNALL & TRIMBLE, je23-3m§ 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.

TRAVELERS' GUIDE.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—TIME TABLE.—Commencing Monday, April 13th, 1868. Trains will leave Depot, corner of Broad street and Washington avenue, as follows: Way-mail Train, at 8.30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations. Express train at 12.00 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 3.30 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11.00 P. M. (daily) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with boat for Fortress Monroe, Norfolk, Portsmouth and the South. Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisfield will take the 11 P. M. train. Wilmington Trains, stopping at all stations between Philadelphia and Wilmington: Leave Philadelphia at 11 A. M., 2.30, 5.00, 7 and 11.30 (daily) P. M. The 5.00 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations. Leave Wilmington 7.00 and 8.10 A. M. (daily) and 1.30, 4.15 and 7.00 (daily) P. M. The 8.10 A. M. Train will stop between Chester and Philadelphia. From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.40 A. M., Express. 2.25 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. On and after MONDAY, Sept 7th, 1868, trains will leave Vine street Ferry, as follows, viz.:

Mail	7.30 A. M.
Freight, with passenger car attached	9.15 A. M.
Atlantic Accommodation	4.15 P. M.
RETURNING, WILL LEAVE ATLANTIC:	
Mail	4.29 P. M.
Freight, with Passenger Car	11.40 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 4.30 P. M.

Fare to Atlantic, $2. Round trip tickets, good only for the day and train on which they are issued, $3. je30-tf D. H. MUNDY, Agent.

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 5.50 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 special contract is made for the same. HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.—Through and Direct Route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest and the Great Oil Region of Pennsylvania. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, May 11th, 1868, the Trains on the Philadelphia and Erie Railroad will run as follows: WESTWARD.

Mail Train leaves Philadelphia	11.15 P. M.
" " Williamsport	8.20 A. M.
" " arrives at Erie	9.20 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	10.15 P. M.
" " arrives at Philadelphia	7.10 A. M.
Erie Express leaves Erie	7.40 P. M.
" " Williamsport	8.15 A. M.
" " arrives at Philadelphia	6.00 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.

26 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., 26 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 8, 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 5.40 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 6.27 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 connects 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 5.23 A. M., 9.35 P. M., passing Reading at 4.49 and 7.06 A. M. and 11.40 P. M., arriving at New York 10.10 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 11.30 P. M.

Erie Mail leaves daily, except Saturday. Philadelphia Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5.00 P. M., at 116 Market street. TRAINS ARRIVE AT DEPOT, VIZ:

Cincinnati Express	at 1.55 A. M.
Philadelphia Express	" 7.10 "
Paoli Accom. No. 1	" 8.20 "
Parkesburg Train	" 9.10 "
Erie Mail	" 9.10 "
Fast Line	" 9.35 "
Lancaster Train	" 12.30 P. M.
Erie Express	" 5.00 "
Paoli Accom. Nos. 2 & 3	" at 2.40 & 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. mh12 HENRY WOOD, General Sup't.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches. By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points. Goods delivered at the Through Freight Depot, S. E. cor. of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M., of the succeeding day. 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. 6.30 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 trains leave Camden daily at 9.20 A. M. and Cape Island at 6.45 A. M. Commutation Tickets between Philadelphia and Cape May, at the following rates: Annual Tickets $100; Quarterly Tickets, $50; for sale at the office of the Company in Camden, N. J. Through tickets can be procured at No. 828 CHESTNUT street, (Continental Hotel), where orders can also be left for baggage, which will be called for and checked at residences, by the Union Transfer Company. WEST JERSEY RAILROAD LINES. For Bridgeton, Salem, Millville, Vineland and intermediate stations, at 8 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, au29-tf Superintendent.

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

At 5.30 A. M., via Camden and Amboy, Accom.	$2 25
At 8 A. M., via Camden and Jersey City Express Mail,	3 00
At 2.00 P. M., via Camden and Amboy Express,	3 00
At 3.30 P. M., via Camden and Jersey City Express,	3 00

At 6 P. M. for Amboy and intermediate stations. At 6.30 and 8 A. M., 2 and 3.30 P. M., for Freehold. At 8 and 10 A. M., 2, 3.30 and 4.30 P. M., for Trenton. At 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, 2, 3, 3.30, 4.30, 6 and 11.30 P. M. for Florence. At 5.30 and 10 A. M., 1, 3.00, 4.30, 6 and 11.30 P. M. for Edgewater, Riverside, Riverton and Palmyra. 2 P. M. for Riverton and at 3.30 P. M. for Palmyra. At 5.30 and 10 A. M., 1, 3, 4.30, 6 and 11.30 P. M. for Fish House. The 1 and 11.30 P. M. Lines will leave from foot of Market street by upper ferry. From Kensington Depot: At 11 A. M., via Kensington and Jersey City, New York Express Line, $3 00. At 7.00 and 11.00 A. M., 2.30, 3.30 and 5 P. M. for Trenton and Bristol. And at 10.15 A. M. for Bristol. At 7.00 and 11 A. M., 2.30 and 5 P. M. for Morrisville and Tullytown. At 7.00 and 10.15 A. M., 2.30 and 5 P. M. for Schencks and Eddington. At 7.00 and 10.15 A. M., 2.30, 4, 5, and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and intermediate Stations. From West Philadelphia Depot, via Connecting Railway. At 9.30 A. M., 1.30, 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 residences 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.

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 3 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11.55 A. M., for Easton and points on New Jersey Central Railroad to New York. At 8.45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at old York Road. At 10.30 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations. At 1.45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions. At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. At 4.15 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre and Scranton. Passengers for Greenville take this train to Quakertown and Sumneytown to North Wales. At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro' 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 and 8.30 P. M. 11.05 A. M. and 8.30 P. M. Trains make 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 9.30, 10.45 A. M. and 3.15 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9.30 A. M. Philadelphia for Doylestown at 2.00 P. M. Doylestown for Philadelphia at 7.00 A. M. Bethlehem for Philadelphia at 4.30 P. M. Fifth and Sixth streets Passenger Cars convey passengers to and from the new Depot. White Cars of Second and Third Streets Line and Union Line run within a short distance of the Depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare. ELLIS CLARK, Agent. Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express Office, No. 105 South Fifth street.

PHILADELPHIA, 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, 3¼, 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, 6, 6½, 7, 8, 9, 10, 11 P. M. The 8.20 down train, and the 3¾ and 5¾ up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia—9.15 minutes A. M.; 2, 7 and 10¾ P. M. Leave Germantown—8.15 A. M.; 1, 6 and 9¾ P. M. CHESTNUT HILL RAILROAD. Leave Philadelphia—6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9 and 11 P. M. Leave Chestnut Hill—7.10 minutes, 8, 9.40 and 11.40 A. M.; 1.40, 3.40, 5.40, 6.40, 8.40 and 10.40 P. M. ON SUNDAYS. Leave Philadelphia—9.15 minutes A. M.; 2 and 7 P. M. Leave Chestnut Hill—7.50 minutes A. M.; 12.40, 5.40 and 9.25 minutes P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia—6, 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, 6.15 and 8½ P. M. ON SUNDAYS. Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M. Leave Norristown—7 A. M.; 5½ and 9 P. M. FOR MANAYUNK. Leave Philadelphia—6, 7½, 9, 11.05 A. M.; 1½, 3, 4½, 5¼, 6.15, 8.05 and 11½ P. M. Leave Manayunk—6.10, 7½, 8.20, 9½, 11½ A. M.; 2, 3½, 5, 6¾ and 9 P. M. ON SUNDAYS. Leave Philadelphia—9 A. M.; 2½ and 7.15 P. M. Leave Manayunk—7½ A. M.; 6 and 9½ P. M. W. S. WILSON, General Superintendent, Depot, Ninth and Green streets.