POLITICAL.

Republican Meeting in the Fourteenth Ward.

A meeting of the Republicans of the Fourteenth Ward was held last evening at Spring Garden Hall. The room was crowded. John Hanna, Esq., presided.

Hon. Henry D. Moore addressed the meeting. He said that in the whole course of his political experience he had never known such an utter falsification and perversion of the facts of history, and such low, base and groveling appeals to the passions and prejudices of the people, as are now being made by the leaders of the party rallying under the banner of Seymour and Blair. He held in his hand the *Ledger* of this morning, containing the report of a Democratic meeting held somewhere in our city last evening. His audience would probably remember how the indignation of the entire community was aroused a few weeks since by the inhuman and barbarous murder of a little girl in the upper part of our city, and that in response to that unanimous outburst of indignation from the people, our worthy Mayor offered the reward of $1,000 for the arrest of the unknown murderer, and our worthy District Attorney, also, Mr. Mann, in response to the indignant and noble feelings of his own heart, offered the reward of $500 for the arrest of this fiend in human shape. His hearers must remember these circumstances, for there was not a mother in the community who, as she heard the sickening details, did not clasp to her bosom more firmly than ever her darling child, nor a father who did not set his teeth and clinch his fist more determinedly than ever, as he read of that horrible transaction. And his hearers would scarcely believe him when he told them that at this Democratic meeting last night, one of the orators took that occasion to exhume the remains of this little murdered innocent, and bring it before his audience with all the power and eloquence of language, to cast the odium of this murder, if possible, upon his political opponents, and by appealing to the passions of his hearers, endeavor to make a little political capital for his own party! How he would like to have been at that meeting, to have seen if the blush of shame did not mantle the cheek of that man as he was engaged in this groveling work! Sad, sad indeed, must be the condition of a party whose orators are obliged to resort to such means to reach the feelings of their audience! If this man wanted to appeal to the grave in order to arouse the enthusiasm of his hearers, why did he not go to Andersonville and a hundred other places in our land, where the graves are filled with the bones of our brave heroes who died in defending our country against treason, traitors and rebellion? No, no. The traitors and treason against which these brave men fought came too near home to the gentleman's own party to allow him to speak of the graves of those dead heroes, and he must must therefore drag before his audience this murdered little innocent and endeavor to throw the responsibility of it upon the great Republican party of Philadelphia! If that gentleman can imagine that he is advancing the interests of his party, or can find any pleasure in such groveling appeals to his hearers as he made last night, he is welcome to that pleasure. Let us see now what else this Democratic orator said. He next spoke of the national debt, and "contended that the Republican party created that debt, and that as long as that party was in power it would never be removed."

Mr. Moore said it was astonishing that any one would deliberately get up before an American audience, who were supposed to know something of the facts of history of the last eight years, and make such an assertion as this, when he must have known that every fact of history, and every record of event proved the utter falsity of such an assertion. He then discussed all the facts connected with the rebellion, showing the connection of the Southern wing of the Democratic party with it, and reviewed the action of the recent Democratic Convention, closing by an earnest appeal to his hearers to stand by their country and rally around the banner of Grant & Colfax.

Meeting in the Twenty-Seventh Ward.

The Republican citizens of the Twenty-seventh Ward met in mass-meeting last evening, at Forty-second and Market streets, and organized by the selection of Mr. James Miller as President. In consequence of the rain storm the meeting was adjourned to the hall, Thirty-seventh and Market streets, where addresses were made by the Buckeye Blacksmith, J. W. Baer, of Baltimore, Christian Kneass, Esq., Hon. George Connell and Hon. William D. Kelley.

THE SOUTHERN TEMPER.

How Union Men are to be Treated in the South if Seymour is Elected.

The *Independent Monitor*, a strong Democratic paper published at Tuscaloosa, Alabama, in its edition of September 1, illustrates in advance the result of the election of Seymour and Blair. We copy below its verbal description of the events which are to happen as soon as the Democrats come into power. If such scenes are to be desired, the way to insure them, according to the *Independent Monitor*, is to vote for Seymour and Blair:

[From the Independent Monitor, Tuscaloosa, Ala., Sept 1, 1868.]

A PROSPECTIVE SCENE IN THE CITY OF OAKS, 4TH OF MARCH, 1869.

[Here follows a cut representing two men, one a "carpet bagger" from Ohio, hanging from a tree, while the Ku-Klux Klan walk away from the scene of their murder.]

The article then says:—"The above cut represents the fate in store for those great pests of Southern society—the carpet-bagger and scallawag—if found in Dixie's land after the break of day on the 4th of March next.

"The *genus* carpet-bagger is a man with a lank head of dry hair, a lank stomach and long legs, club knees and splay feet, dried legs and lank jaws, with eyes like a fish and mouth like a shark. Add to this a habit of sneaking and dodging about in unknown places—habiting with negroes in dark dens and back streets—a look like a hound, and a smell of a polecat.

"Words are wanting to do full justice to the *genus* scallawag. He is a cur with a contracted head, a downcast look, slinking and uneasy gait, sleeps in the woods like old Crossland, at the bare idea of a Ku Klux raid.

"But the happy day of reckoning with these white cuticle scoundrels approacheth rapidly. Each and every one who has so unblushingly essayed to lower the Caucasian to a degree even beneath the African race, will be regarded as *hostis sui generis*, and be dealt with accordingly, if found hereabout when the time is ripe for action.

"The carpet-bagger already begins to sniff the coming ill-wind, and is sneaking out of the country *a la* Harrington, of Mobile. But we hope some boreal stragglers may be left far from their "hums," to swing alongside of their meridianal coadjutors in infamy.

"We candidly believe that the picture, given to our readers *ut supra*, correctly represents the attitude and altitude of all foreign and domestic foes of our land who shall have the folly to remain 'coon South' after the Ides of March. The contract for hanging will be given to the negro, who, having mounted the carpet-bagger and scallawag on the mule that he didn't draw at the election, will tie them to a limb, and, leading the said mule from under them, over the forty acres of ground he also didn't get, will leave the vagabonds high in mid-air, a feast for anthropophagous vermin.

"P. S.—It will be seen that there is room left on the limb for the suspension of any bad Grant negro who may be found at the propitious moment."

A Missionary Attacked by an Elephant.

A correspondent of the Newark *Advertiser* says that Dr. House, an American missionary at Bangkok, Siam, has been severely injured by an elephant. He was on his way to a new station, a two months journey being required to reach it, in order to render medical aid to other missionaries who had preceded him. He was accompanied by his four native guides and three large elephants to carry the baggage, as through the jungles and mountainous country this is the only way of procedure. When near the end of his journey, while passing one of the huge beasts, as he had often done before on the way, the animal suddenly turned upon him and smote him with his trunk, laying him prostrate, and then with his great tusks tore his clothes and pierced his flesh in a terrible manner. One of the natives was on the neck of the beast all this time, and only descended and gained control over him just in time to save the doctor from being trampled to death. He lay under the trees where he was stricken down for two weeks, being himself his only physician and surgeon, with great fortitude sewing up his own wounds. He was two days' journey from the station, with ignorant natives about him, with only one pint and a half of water with which to wet his lips and dress his wounds, and the thermometer at ninety-two degrees in the shade. In due course of time he recovered sufficiently to be carried to the end of his journey and the arms of his friends.

A Railway Claude Duval.

The following appears in the London *Daily News:*

"Being at Preston station last Tuesday, on my journey homeward from Lytham, I gave my portmanteau in charge to one of the railway porters, while awaiting the up Scotch express, with orders to put it in the luggage van for London. When the train arrived, however, my portmanteau was not to be found, and after a vain search, the porters and other officials came to the conclusion that it must have been stolen. Leaving the case in their hands for investigation, I came up to town, and by Thursday morning's post I received a package containing the keys of my safe, some photographic portraits, and a partly-used check book, together with the following cool epistle. I should add that the spelling and punctuation are unexceptionable; the postmark is Preston. I am, &c.,

"WILLIAM R. LOFTUS.
"6 Beaufoy Terrace, Maida Vale, W."

[Copy of Letter.]

"WEDNESDAY.

"Sir: The enclosed articles, formerly a portion of the contents of a portmanteau which has come into my possession, I beg to return. Cheque books are things I never meddle with. Take a rogue's advice and find a safer place than a portmanteau for articles of that description. The Photos perhaps possess some value to you, and are useless to me. I feel sure you will not object to pay the postage of this. I need not add that of course you will give up all hope of recovering the remainder of your property, and will consider yourself fortunate in securing an important item. Your obliged,

'CHEVALIER L'ENDUSTRIE.'"

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.

BOSTON—Steamer Saxon, Boggs—12 cs Stewart Allen; 3½ bags wool P J Austin; 30 bdls paper R F Buckwalter; 23 cs oil cloth G W Blabon; 29 pkgs beds Brooks & Walker; 35 do dry goods John S Barry & Co; 50 do G Brewer & Co; 40 do yarn do Boyd & White; 17 bbls syrup Boyd & Keight; 17 do Boggs & Kirk; 88 cs boots and shoes Bunting, Durborow & Co; 26 do Boker Bros; 41 Chandler, Hart & Co; 14 Claflin & Partridge; 20 Conover, Dorff & Co; 166 Graff, Watkins & Co; 30 A H Harmer; 183 Haddock, Reed & Co; 15 Hibler, Keith & Co; 63 F & J W Jones; 29 R R Levick; 24 Wm McKnight; 17 Monroe, Smaltz & Co; 20 C D McClees & Co; 39 Nickerson & Moseley; 14 cs dry goods Coffin & Altemus; 44 pkgs dry goods R W Chase & Son; 15 bbls syrup Connor, Thornton & Co; 10 hhds tallow 39 bbls do G R Grant; 10 pkgs dry goods Doughton, Renshaw & Wilkins; 31 cs mdse French, Richards & Co; 50 bdls pails 3 bales mdse Geo Foelker; 71 bdls paper W H Flitcraft & Co; 15 pkgs dry goods Frothingham & Wells; 30 bdls chair stock 18 bxs do P P Gustine; 56 bxs sewing machines Grover & Baker; 36 coils rope A H Hinkle; 134 rolls papers Howell Brothers; 25 pkgs glassware S B Harbarger; 11 bales rags Hey & Hinsdell; 26 pkgs glassware G Jarvis Jr; 20 cks vinegar Koons, Schwarz & Co; 122 cs chair stock Kilburn & Gates; 25 pkgs dry goods Lewis, Wharton & Co; 55 bdls iron R Liggett; 28 pkgs dry goods T T Lea & Co; 32 do A R Little & Co; 17 pkgs and bxs Lloyd & Walton; 4 cs 7 bdls paper C Magargee & Co; 6 bales yarn 1 bag do R W Machette; 20 bbls potash Miller & Bro; 20 bags yarn 6 bales do Newell & Co; 350 qr bbls J L Nicholson; 435 barrels apples Warrington, Bennett & Co; 475 barrels apples Pritchard & Brothers; 47 do Davis & Warner; 200 do Howes & Bro; 100 do ... & Bro; 50 G W Watson & Co; 242 W H Powell; 43 Gibbons & Roxsamer; 210 bbls apples C Wilkinson; 50 do C Underkoffer; 100 do Selser & Bros; 6 cs dry goods Perry & Wendell; 163 bdls iron W F Potts; 40 pkgs mdse S F Pedrick; 57 cases boots and shoes W W Paul; 10 do G H Roedell; 87 E S Reeve; 53 A A Shumway; 25 Shultz & Ellis; 23 J J Slator; 47 J M Saunders; 53 R Y Townsend; 61 A Tilden & Co; 21 Thatcher & Co; 37 Townsend & Wilson; 185 bbls potash B H Smith; 38 bdls iron Potts & Co; 162 bxs nails Russell & Erwin Mfg Co; 26 pkgs dry goods Sutton & Smith; 2 bales and 16 bags yarn H H Soule; 38 car axles A Whitney & Sons; 48 cs mdse D S Winebrenner; 107 bbls fish C P Knight & Sons; 705 pkgs do Crowell & Collins; 35 do Atwood & Ranck; 249 do 500 bbls apples 125 cs boots and shoes order; 110 empty bbls Massey, Huston & Co.

LISBON—Brig Henry Perkins, Seymour—345 bales corkwood 12 bales corks 2800 bush salt Jose de Bessa Guimaraes; 60 bales corkwood 5 pipes 2 bbls olive oil 6 do wine 2 do almonds A Stephani.

MOVEMENTS OF OCEAN STEAMERS.

TO ARRIVE.

SHIPS	FROM	FOR	DATE
Russia	Liverpool	New York	Sept. 5
Wm Penn	London	New York	Sept. 5
Malta	Liverpool	New York	Sept. 8
Hibernia	Glasgow	New York	Sept. 11
China	Liverpool	N Y via Halifax	Sept. 12
Etna	Liverpool	New York	Sept. 12
Siberia	Liverpool	New York	Sept. 15
City of Antwerp	Liverpool	New York	Sept. 16

TO DEPART.

Henry Chauncey	New York	Aspinwall	Sept. 24
Eagle	New York	Havana	Sept. 24
Weser	New York	Bremen	Sept. 24
Palmyra	New York	Liverpool	Sept. 26
Britannia	New York	Glasgow	Sept. 26
Tonawanda	Philadelphia	Savannah	Sept. 26
Louisiana	New York	Liverpool	Sept. 26
City of Boston	New York	Liverpool	Sept. 26
Russia	New York	Liverpool	Sept. 28
Stars and Stripes	Philad'a	Havana	Sept. 29
Cimbria	New York	Hamburg	Sept. 29
China	New York	Liverpool	Sept. 30
Manhattan	New York	Liverpool	Sept. 30
Malta	New York	Liverpool	Oct. 1
Hibernia	New York	Glasgow	Oct. 3
City of Antwerp	New York	Liverpool	Oct. 3
St Laurent	New York	Havre	Oct. 3
Pioneer	Philadelphia	Wilmington	Sept. —
Juniata	Philadelphia	New Orleans	Oct. 6

BOARD OF TRADE.

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

MARINE BULLETIN.

PORT OF PHILADELPHIA—SEPTEMBER 23.

SUN RISES, 5 59 | SUN SETS, 6 1 | HIGH WATER, 6 14

ARRIVED YESTERDAY.

Steamer Utility, Fargo, 36 hours from Providence, with mdse to D S Stetson & Co.

Steamer C Comstock, Drake, 24 hours from New York, with mdse to W M Baird & Co.

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

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

Bark Hanson Gregory, Gregory, 10 days from Turks Island, with salt to Wm Bumm & Son.

Bark Geo Bell (Br), Rose, 4 days from Boston, in ballast to J E Bazley & Co.

Brig Henry Perkins, Seymour, 30 days from Lisbon, with salt, corkwood, &c. to Jose de Bessa Guyamaries—vessel to J E Bazley & Co.

Brig Waverly, Terry, 3 days from Boston, in ballast to captain.

Schr Maggie, McFadden, 10 days from Windsor, NS, with plaster to E A Souder & Co.

Schr A A Rich, Lewis, 2 days from New York, with salt to Wm Bumm & Son.

Schr Merchant, Phillips, 6 days from Nanticoke River, with lumber to Collins & Co.

Schr Mary McKee, Sharp, from Boston, in ballast to D S Stetson & Co.

Schr Julia E Pratt, Nickerson, 6 days from Boston, with mdse to Merchon & Cloud.

Sch Ariadne, Thomas, 1 day from Smyrna, Del. with grain to Jas L Bewley & Co.

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

CLEARED YESTERDAY.

Ship Saranak, Turley, Mobile or New Orleans, Cope Bros.
Ship Cordelia, King, Gottenburg, Workman & Co.
Steamer Roman, Howes, Boston, H Winsor & Co.
Steamer E Willing, Cundiff, Baltimore, A Groves, Jr.
Bark Volant, Castner, Mobile, D S Stetson & Co.
Brig Etta M Tucker, Tucker, Portland, Warren & Gregg.
Schr E F Cabada, Swain, Boston, Westmd Coal Co.
Schr Anna Gillis, Mitchell, Portsmouth, C C Van Horn.
Schr L A Orcutt, Butler, Boston, Weld, Nagle & Co.
Schr L Bridgman, Hart, Boston, do
Schr Gasper Hefts, Shoe, Richmond, Scott, Walter & Co.
Schr Sarah Purves, Jones, Baker's Landing, do
Schr W G Dearborn, Scull, Boston, George S Reppler.
Schr A Bartlett, Bartlett, Boston, do
Schr A H Edwards, Bartlett, Boston, do
Schr J W Wilson, Somers, Boston, do
Schr F Edwards, Edwards, Boston, L Audenried & Co.
Schr Kolan, Jasper, Boston, do
Schr Heath, Heath, Portland, do
Schr Gibson, Thomas, Bowen, do
Schr S L Russell, Warren, Danversport, do
Schr A Blossom, Wiley, Boston, do
Schr A Devereux, Rich, Boston, Van Dusen, Bro & Co.
Schr C S Edwards, Corson, Charleston, Tyler & Co.
Schr Eri, Boyce, Boston, do
Schr J M Broomall, Douglass, Salem, do
Schr Minnie Reppler, Jeffers, Salem, do
Schr R L Vandervoort, Baker, Portland, W H Johns & Bro.
Schr E Peterson, English, Marblehead, do
Schr S L Russell, Smith, Danversport, Audenried, Norton & Co.
Schr Osprey, Crowley, Boston, Wannemacher & Co.
Schr Alabama, Vangilder, Salem, J R White & Son.
Schr D Brittain, Springer, Boston, do
Schr F Nickerson, Kelly, Boston, do
Schr J M Vance, Burges, Salisbury, do
Schr Hannah Little, Godfrey, Charlestown, do
Schr A E Martin, Buell, Portsmouth, do
Schr Dick Williams, Corson, Malden, do
Schr A H Leaming, Brower, Boston, do
Schr Queen of the South, Corson, Boston, do
Schr Sarah Elizabeth, Kelly, Nahant, do
Schr Sarah Cullen, Avis, Salisbury, do
Schr Redondo, Whitmore, Chelsea, do
Schr Golden Eagle, Howes, New Bedford, do
Tug Thos Jefferson, Allen, Baltimore, with barges, W P Clyde & Co.

WRIGHTSVILLE, PA., Sept. 21, 1868.

The following canal boats passed this office to-day, eastward bound, viz:

Queen City, with lumber to Taylor & Betts; Harris & Duncan, and Hoody McGue, do to Patterson & Lippincott; K F Hartman, do to D Trump, Son & Co; J B Harris, do to Patterson & Lippincott; V B Sheld, do to M Taylor & Co; G W Larmour, do to A A Woodward, Jersey City; John Craig, do to Maule & Bro; Reliance, do to Dodge & Co, Jersey City.

MEMORANDA.

Ship Lancaster, Jackson, sailed from Liverpool 10th inst. for this port.

Ship Guiding Star, Hopkins, cleared at N York yesterday for San Francisco.

Ship Tamerlane, Sumner, cleared at New York 21st inst. for this port.

MUSICAL.

Steamer New York, Jones, hence at Alexandria 20th instant.

Bark Restless, Sheldon, hence at Barbados 31st ult. and sailed 3d inst. for Turks Island.

Bark Freeman Dennis, Fletcher, hence for Havre, was spoken 7th inst. no lat, &c.

Bark Lillie, Curnis, cleared at London 8th inst. for this port via Falmouth.

Bark Margaretha, Wittinberg, for this port, went to sea from Royan 7th inst.

Bark Prins Carl, Bernstein, hence at Queenstown 4th instant.

Brig Isla, Coker, hence at Barbados 31st ult. and sailed 7th inst. for Orchilla.

Brig G W Chase, Bacon, cleared at Newcastle, NB, 11th inst. for this port.

Schr Moses Patten, Harding, cleared at Malaga 4th inst. for this port.

MISCELLANEOUS.

Electric Telegraph in China.

THE EAST INDIA TELEGRAPH COMPANY'S OFFICE

Nos. 23 and 25 Nassau Street.

ORGANIZED UNDER SPECIAL CHARTER FROM THE STATE OF NEW YORK.

Capital - - - - $5,000,000

50,000 Shares, $100 Each.

DIRECTORS.

HON. ANDREW G. CURTIN, Philadelphia.
PAUL S. FORBES, of Russell & Co., China.
FRED. BUTTERFIELD, of F. Butterfield & Co., New York.
ISAAC LIVERMORE, Treas. Mich. Cen. R. R., Boston.
ALEXANDER HOLLAND, Treas. Am. Ex. Co., New York.
HON. JAMES NOXON, Syracuse, N. Y.
O. H. PALMER, Treas. West U. Tel. Co., N. Y.
FLETCHER WESTRAY, of Westray, Gibbs & Hardcastle, N. Y.
NICHOLAS MICKLES, New York.

OFFICERS.

A. G. CURTIN, President.
N. MICKLES, Vice President.
GEORGE CONANT, Secretary.
GEORGE ELLIS, (Cashier National Bank Commonwealth) Treasurer.
Hon. A. K. McCLURE, Philadelphia, Solicitor.

The Chinese Government having (through the Hon. Anson Burlingame) conceded to this Company the privilege of connecting the great seaports of the Empire by submarine electric telegraph cable, we propose commencing operations in China, and laying down a line of 900 miles at once, between the following ports viz:

	Population.
Canton	1,000,000
Macoa	60,000
Hong Kong	250,000
Swatow	200,000
Amoy	250,000
Foo-Chow	1,250,000
Wan Chu	300,000
Ningpo	400,000
Hang-Chean	1,200,000
Shanghai	1,000,000
Total	5,910,000

These ports have a foreign commerce of $900,000,000 and an enormous domestic trade, besides which we have the immense internal commerce of the Empire, radiating from these points, through its canals and navigable rivers.

The cable being laid, this company propose erecting land lines and establishing a speedy and trustworthy means of communication, which must command, there, as everywhere else, the communications of the government, of the business, and of the social life, especially in China. She has no postal system, and her only means now of communicating information is by courier on land, and by steamers on water.

The Western World knows that China is a very large country, in the main densely peopled; but few yet realize that she contains more than a third of the human race. The latest returns made to her central authorities for taxing purposes, by the local magistrates, make her population *Four Hundred and Fourteen Millions*, and this is more likely to be under than over the actual aggregate. Nearly all of these who are over ten years old not only can, but do read and write. Her civilization is peculiar, but her literature is as extensive as that of Europe. China is a land of teachers and traders; and the latter are exceedingly quick to avail themselves of every proffered facility for procuring early information. It is observed in California that the Chinese make great use of the telegraph, though it there transmits messages in English alone. To-day, great numbers of fleet steamers are owned by Chinese merchants, and used by them exclusively for the transmission of early intelligence. If the telegraph we propose, connecting all their great seaports, were now in existence, it is believed that its business would pay its cost within the first two years of its successful operation, and would steadily increase thereafter.

No enterprise commends itself as in a greater degree remunerative to capitalists and to our whole people. It is of a vast national importance commercially, politically and evangelically.

Shares of this company, to a limited number, may be obtained at $50 each, $10 payable down, $15 on the 1st of November, and $25 payable in monthly instalments of $2 50 each, commencing December 1st, 1868, on application to

DREXEL & CO.,

No. 34 South Third Street, Philadelphia

To duly authorized banks and bankers throughout Pennsylvania, and at the

Office of the Company,

Nos. 23 and 25 NASSAU Street, NEW YORK.

au29-tf rp§

"*Westward the Star of Empire Takes its Way.*"

SECURE A HOME IN THE GOLDEN STATE.

THE IMMIGRANT HOMESTEAD ASSOCIATION OF CALIFORNIA

Incorporated under the laws of the State, November 30th, 1867, for the purpose of providing HOMES FOR ITS MEMBERS.

Capital Stock..........$1,000,000

Divided into 200,000 Shares, at $5 each, payable in UNITED STATES CURRENCY.

Certificates of Stock issued to Subscribers immediately upon receipt of the money.

No person allowed to hold more than Five Shares.

A Circular containing a full description of the property to be distributed among the Subscribers will be sent to any address upon receipt of stamps to cover return postage. Information as to price of land in any part of the State, or upon any other subject of interest to parties proposing to immigrate, will be cheerfully furnished upon receipt of stamps for postage. All letters should be addressed to *Secretary Immigrant Homestead Association*, POST OFFICE, BOX No. 86, SAN FRANCISCO, CALIFORNIA.

au28-1m rp§

GOLD'S

Latest Improved Patent Low Steam and Hot Water Apparatus,

For Warming and Ventilating Private and Public Buildings. Also, the approved Cooking Apparatus,

AMERICAN KITCHENER,

On the European plan of heavy castings, durability and neatness of construction, for Hotels, Public Institutions and the better class of Private Residences.

HOT AIR FURNACES of the latest improvements.

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B. M. FELTWELL, Superintendent. jy8 4mrp§

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No. 136 North Ninth Street,

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WINDOW SHADES, BEDS, MATRESSES, CURTAINS AND CARPETS.

Furniture Repaired and Upholstered.

se2-3mrp

FITLER, WEAVER & CO.

NEW CORDAGE FACTORY

NOW IN FULL OPERATION.

No. 22 N. WATER and 22 N. DEL. ave

NEW GRENOBLE WALNUTS—25 BALES NEW Crop Soft-shell Grenoble Walnuts landing, and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.

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

EDUCATION.

MISS M. K. ASHBURNER 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*

PROF. J. MAROTEAU, French Teacher, No. 824 South Tenth street. se9 wfm 1m*

MISS M. TSCHUDY WILL REOPEN HER SCHOOL, 1717 Pine street, Wednesday, Sept. 16th. se3-wfm-1m

ST. JOHN'S ACADEMY FOR BOYS AND YOUNG Men, Berlin, N. J. $75 to $150 a year for board and tuition. Address Rev. T. M. REILLY, B. D., Rector. se19 w s 3t*

INSTRUCTION IN GERMAN BY DR. SCHMIDT, OF St. Mary's Hall, Burlington. Apply for circular at the Music Store of MESSRS. ANDRE & CO., No. 1107 Chestnut street. se11-12t*

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. J. H. WITHINGTON, A. M., Principal. au19-tf§

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. au10-2m§

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*

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

THE MISSES MORDECAI WILL RE-OPEN THEIR School for Young Ladies on MONDAY, September 21, at 1205 Spruce street. se3 1m*

CATHARINE M. SHIPLEY WILL RE-OPEN HER School, No. 4 South Merrick street, (September) 9th month, 15th, 1868. au25toct15§

THOS. BALDWIN'S ENGLISH, MATHEMATICAL and Classical School for Boys, N. E. corner Broad and Arch, will reopen September 7. au25lm*

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§

RITTENHOUSE ACADEMY, 48 South Eighteenth street, will reopen on Monday, September 14th. Circulars at the Academy. Call between the hours of 9 A. M. and 2 P. M., for further information. au15 2m. L. BAREOWS, Principal.

CLASSICAL, FRENCH AND ENGLISH SCHOOL, Thirteenth and Locust streets. Next session begins Sept. 14th. B. KENDALL, A. M., Principal. au29-1m*

CLASSICAL AND ENGLISH SCHOOL AT 1112 MARket street, re-opens September 7. Rooms large. au26-1m* WM. S. DOOLEY, A. M.

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

THE MISSES JOHNSTON'S BOARDING AND DAY School for Young Ladies, No. 1327 Spruce street, will re-open (D. V.) September 14, 1868. se5-1m§

SIGNOR MAZZA, PROFESSOR OF THE ITALIAN Language, at the University of Pennsylvania, 1335 Chestnut street. se7-1m*

THE ARCH STREET INSTITUTE FOR YOUNG Ladies, 1345 Arch street, will re-open MONDAY, Sept. 14th. MISS I. E. M. BROWN, Principal. se1 1m§

H. D. GREGORY, A. M., WILL RE-OPEN HIS Classical and English school, No. 1108 Market street, on Tuesday, September 1st. 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 6t* J. W. SHOEMAKER, Vice Prin.

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., Principal. au25 6w§

GEORGE R. BARKER, A. M., WILL RE-OPEN HIS English and Classical School, Price street, Germantown, on MONDAY, September 7. au24-1m*

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

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§

MUSICAL.

PIANO.—MISS ELIZABETH AND MISS JULIA Allen. Apply at Prof. GEORGE ALLEN'S, No. 215 South Seventeenth street. se22-1m*

MISS BYRNES, TEACHER OF MUSIC AND French. Lessons given at the residence of pupils, or at her own, No. 1717 Pine street. se21,1m*

SINGING CLASSES FOR LADIES AND GENTLEmen. $10 per quarter of 24 lessons. A. R. TAYLOR, se17-6t* 1207 Filbert street.

MR. CARL WOLFSOHN WILL RESUME HIS PROfessional duties on the first of October. Address all communications to 254 South Twelfth street, or Andre's Music Store. se-16-12t§

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*

THE MISSES DURANG WILL RESUME THEIR instruction in Singing and the Piano. 1729 FILBERT street. se14 m w f12t*

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, has resumed his lessons, No. 234 South Fifteenth street. au17-3m*

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.

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je29-3m§

MERRICK & SONS, SOUTHWARK FOUNDRY, 430 WASHINGTON Avenue, Philadelphia,

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.

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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, 115 Walnut street.

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PLUMBERS, GAS AND STEAM FITTERS,

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Country Seats fitted up with Gas and Water in first-class style. An assortment of Brass and Iron Lift and Force Pumps constantly on hand.

LEAD BURNING AND CHEMICAL PLUMBING.

N. B.—Water Wheels supplied to the trade and others at reasonable prices. jy31 3m§

JAMES A. WRIGHT, THORNTON PIKE, CLEMENT A. GRISCOM, THEODORE WRIGHT, FRANK L. NEALL.

PETER WRIGHT & SONS, Importers of Earthenware and Shipping and Commission Merchants, No. 115 Walnut street, Philadelphia.

COTTON AND LINEN SAIL DUCK OF EVERY width, from one to six feet wide, all numbers. Tent and Awning Duck, Papermakers Felting, Sail Twine, &c. JOHN W. EVERMAN & CO., No. 103 Church St.

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RODGERS' AND WOSTENHOLM'S POCKET KNIVES, PEARL and STAG HANDLES, of beautiful finish. RODGERS' and WADE & BUTCHER'S, and the CELEBRATED LECOULTRE RAZOR. SCISSORS IN CASES of the finest quality. Razors, Knives, Scissors and Table Cutlery, Ground and Polished. EAR INSTRUMENTS of the most approved construction to assist the hearing, at P. MADEIRA'S, Cutler and Surgical Instrument Maker, 115 Tenth Street, below Chestnut. myl t

AMUSEMENTS.

NEW CHESTNUT STREET THEATRE.—

THE WHITE FAWN.
THE WHITE FAWN.
THE WHITE FAWN.
THE WHITE FAWN.

LAST NIGHTS LAST NIGHTS
LAST NIGHTS LAST NIGHTS

LAST NIGHTS
LAST NIGHTS
OF THE MAGNIFICENT SPECTACLE
WHITE FAWN,

STUPENDOUS, MAGNIFICENT, BEAUTIFUL. OF THE DELIGHTING, INVITING, EXCITING.

ROMANTIC
WHITE FAWN.

GORGEOUS, BEWITCHING, ENTRANCING, ARTISTIC. OF THE FAIRY-LIKE, POETICAL, GLITTERING, EXQUISITE

LAST NIGHTS WHITE FAWN. LAST NIGHTS
OF THE GREAT DRAMATIC EVENT OF THE AGE.
THE SUPREME GRAND BALLET OF THE WORLD.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins at 8.

LAST NIGHT BUT THREE,
RICHINGS ENGLISH OPERA TROUPE.
TO-NIGHT (WEDNESDAY), Sept. 23d, 1868,
LA SONNAMBULA.

The Cast including ALL THE LEADING ARTISTS.
THURSDAY—First time "CRISPINO."
FRIDAY—Benefit of MRS. C. RICHINGS,
THE LILY OF KILLARNEY.
SATURDAY AFTERNOON—ONLY OPERA MATINEE.
Commences at 2 o'clock.
SATURDAY EVENING—ROSE OF CASTILE.
MONDAY—MRS. DREW and COMPANY.

WALNUT STREET THEATRE. Begins at 7¾ o'clock. THIS (WEDNESDAY) EVENING, Sept. 23. ENGAGEMENT FOR SIX NIGHTS OF EDWIN ADAMS. Who will appear in his celebrated character of ROBERT LANDRY. In Watts Phillips's Sensational Drama, in three acts and prologue, entitled THE DEAD HEART. As played by him in this Theatre 36 consecutive nights. Prologue—Arrest and Banishment of Landry. Act 1—Taking of the Bastile. Act 2—The Duel of the Death. Act 3—The Guillotine. FRIDAY—BENEFIT OF EDWIN ADAMS.

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. je30-tf

BILLIARDS.—THE FINE SALOON, NO. 609 CHESTnut street, is now open, with Kavanagh & Decker's celebrated "improved cushions." Wines and Cigars of the best qualities. [se12-1m§] V. ESTEPHE.

INSTITUTION FOR THE BLIND.—EXHIBITIONS EVERY WEDNESDAY, at 3½ P. M. Admission ten cents. Store, No. 11 South Eighth street. se15-tu-4t§

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

SHIPPERS' GUIDE.

REMOVAL.

The Office of the PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY has been REMOVED from No. 314 SOUTH DELAWARE AVENUE to

Queen Street Wharf.

Freight engagements will be made and Passenger Tickets sold at No. 156 Walnut street, up-stairs.

se16-tse30§ WM. L. JAMES, General Agent.

For Boston—Steamship Line Direct.

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

This line is composed of the first-class Steamships, ROMAN, 1,488 tons, Captain O. Baker. SAXON, 1,250 tons, Captain F. M. Boggs. NORMAN, 1,203 tons, Captain Crowell.

The SAXON from Phila. on Saturday, Sept. 26, at 3 P. M. The NORMAN, from Boston, Friday, Sept. 25, 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., mv31 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. fe1-tf

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES FROM QUEEN STREET WHARF.

The JUNIATA will sail FOR NEW ORLEANS, VIA HAVANA, Saturday, October 3d, at 8 o'clock A. M.

The TONAWANDA will sail FOR SAVANNAH on Saturday, September 26th, at 8 o'clock A. M.

The STAR OF THE UNION will sail FROM NEW ORLEANS, via HAVANA, on — October —.

The WYOMING will sail FROM SAVANNAH on Saturday, September 26th.

The PIONEER will sail FOR WILMINGTON, N. C., on —, Sept. —, at 8 o'clock P. M.

Through Bills of Lading signed, and Passage Tickets sold to all points South and West.

WILLIAM L. JAMES, General Agent, Queen Street Wharf.

NOTICE. FOR NEW YORK, Via Delaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY. THROUGH IN 24 HOURS.

The Steam Propellers of the Line leave *Daily* from first wharf below Market street.

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, Philad'a.

JAS. HAND, Agent, 119 Wall street, cor. South, New York. mh19-tf§

HAVANA STEAMERS. SAILING EVERY 21 DAYS.

These steamers will leave this port for Havana every third Tuesday, at 8 o'clock A. M.

The steamship STARS AND STRIPES, Captain Holmes, will sail for Havana on TUESDAY MORNING, Sept. 29th, at 8 o'clock.

Passage, $40 currency.

Passengers must be provided with Passports.

No Freight received after Saturday.

Reduced Rates of freight.

THOMAS WATTSON & SONS, 140 North Delaware avenue.

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. fe1-tf

WANTED IMMEDIATELY, VESSELS TO load at Charleston for Philadelphia. Liberal freight paid and despatch given. Apply to Edmund A. Souder & Co., 3 Dock street wharf. je29-tf

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

NOTICE.—FOR NEW YORK, VIA Delaware and Raritan Canal—Swiftsure Transportation Company—Despatch and Swiftsure Lines.—The business by these Lines will be resumed on and after the 19th of March. For freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., 132 South Wharves. [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, Supt. Office, 14 S. Wharves, Phila. [tf

CAUTION.—ALL PERSONS ARE FORBID TRUSTing or harboring any of the crew of the N. G. Bark Helene, Kunth, Master, from London, as no debts of their contracting will be paid by Captain or Agents. WORKMAN & CO. se17-tf

CONSIGNEES' NOTICE.—CONSIGNEES OF MERchandise per Bark Helene, Kunth, Master, from London, will please send their permits to the office of the undersigned, WORKMAN & CO. se17 tf

ALL PERSONS ARE HEREBY CAUTIONED against trusting any of the crew of the Prussian bark "Frederick Gustav," Diner, Master, as no debts of their contracting will be paid by either the Captain or consignees. PETER WRIGHT & SONS, 115 Walnut street. se7 tf

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

GAS FIXTURES.

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

TO RENT.

TO RENT.

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NEW BULLETIN BUILDING,

607 Chestnut Street,

25 feet front, 79 feet deep, heated by steam, handsomely painted, and has all the modern improvements. Apply in Publication Office of EVENING BULLETIN

FOR RENT.

Premises 809 Chestnut Street,

FOR STORE OR OFFICE.

Also, Offices and large Rooms, suitable for a Commercial College. Apply at

BANK OF THE REPUBLIC.

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TO RENT,

First Floor Back of Bulletin Building,

607 CHESTNUT STREET.

se21-6t§

LANDING AND STORAGE.

Commission Merchants, Sugar Dealers, and others, can be accommodated with landing and storage on the wharf on the Delaware river, above Marlborough street, where there is commodious shedding and a large warehouse.

LUKENS & MONTGOMERY, se23-6t* 1035 Beach street, above Laurel.

TO RENT.—FOR SIX MONTHS, FROM THE 1st of October, a handsomely furnished Double House on Tulpehocken street, Germantown. Has every modern convenience. Applicants please address "J. B. R." Box B, Philadelphia Postoffice, stating size of family, &c. se22-6t*

CENTRAL LOCATION.

NO. 611 COMMERCE STREET TO LET.

STORE 25 FEET FRONT BY 90 DEEP. Four stories high, with fine basement. Built extra strong and suitable for warehouse or manufacturing purposes; steam facilities if desired. Apply daily at 805 Market street, from 10 to 11 o'clock. se21 tf§

TO RENT, FROM OCTOBER 1ST—FURNISHED House, at Chestnut Hill, Reading pike, within walking distance of Depot; has gas, water, bath-room, &c. Address Post-office Box 2,781. se21-3t*

TO RENT—A STABLE AND COACH HOUSE, No. 231 South Juniper street, below Spruce. Accommodation for four horses and two carriages, with room for groom. Has gas and water. Immediate possession. Apply to COPPUCK & JORDAN, 433 Walnut street.

TO RENT, AT GERMANTOWN—A COTTAGE, furnished or partly furnished, handsomely located near Main street. It has stabling, water, gas, &c. on the premises. Terms moderate. Apply at 727 Market street. se17-6t*

FOR RENT—THE HANDSOME THREE-STORY brick Residence, with attics, three-story double back buildings, every convenience, and 5 foot side yard, No. 109 North Nineteenth street. J. M. GUMMEY & SONS, 508 Walnut street.

TO RENT—No. 10 HAMILTON TERRACE, WEST Philadelphia. Large yard, fine shade, &c. Immediate possession. Apply next door above. au5-tf§

FOR SALE.

FOR SALE—FINE LOTS OF GROUND, SUITABLE for first-class improvement, situated in the western part of the old city proper, and in West Philadelphia. Also, an entire square on Broad street, centrally situated. E. R. JONES, Real Estate Broker, 532 Walnut st. se19-6t§

FOR SALE.

A VERY DESIRABLE WHARF PROPERTY, with large and extensive Warehouse and sheddings, suitable for shippers, sugar dealers and commission merchants, on east side of Beach street, 135 feet, 8 inches, north of Marlborough street, 105 feet front and 437 feet deep to end of wharf, with the privilege of extending 181 feet to Warden's line. Docks each side of pier for vessels of large class. Possession at short notice.

LUKENS & MONTGOMERY, se23-6t* 1035 Beach street, above Laurel.

FOR SALE—A GREAT BARGAIN—THREE-story brick with double three-story back buildings; has all modern conveniences, and is in excellent order; situate Master, above Thirteenth. se23 tf§ M. C. MISKEY, 411 Walnut.

GERMANTOWN—FOR SALE—THE SUPERIOR stone dwelling on the northwest corner of Tulpehocken and Green streets, Germantown—built in the most substantial manner—contains parlor, dining-room, two kitchens, wash house and seven chambers; gas, bath and all modern improvements. Immediate possession. Price $12,000. se21-6t§

FOR SALE—NO. 1104 SPRUCE STREET. THE lot is 23 feet 6 inches in front, by 205 feet deep to a street. Has large three-story double back buildings, large parlors, dining room, kitchen, washing and ironing room, on the first floor. The house has all the modern improvements. Apply, between eleven and twelve o'clock, to E. A. BRIGHAM, se17, 6t* No. 311½ Walnut street.

FOR SALE—A HANDSOME THREE STORY Brick residence, with side yard; lot 125 feet deep. Finished in the finest modern style, with extra conveniences. Situate Spring Garden street, west of Twenty-first. se-16-tf§ M. C. MISKEY, 411 Walnut st.

MARKET STREET—FOR SALE—THE VALuable property, 21 feet front by 18? feet deep, to a 20 feet wide street. Situate No. 1815 Market street. J. M. GUMMEY & SONS, 508 Walnut street.

GERMANTOWN—FOR SALE—TWO POINTED stone cottages, new, just finishing, with every city convenience, within five minutes walk from Church Lane Station. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE—A HANDSOME DOUBLE STONE Residence, furnished with every city convenience and over an acre of ground attached, situate on Tioga street, within five minutes walk from the railroad station. Grounds beautifully improved with over 2,000 rose bushes, choice shrubbery, &c., and small fruit of every kind in abundance. J. M. GUMMEY & SONS, 508 Walnut street.

CHESTNUT STREET—FOR SALE—A HANDsome Residence, 20 feet front, in perfect order, and with every convenience. Situate on Chestnut street, near Fifteenth. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE—THREE ELEGANT HOUSES ON Twentieth street, between Arch and Vine streets. Inquire at Drug store, Twentieth and Cherry streets. se12 16,19,23,26,30,6t*

FOR SALE—FIVE MODERN, WELL-BUILT ten room houses. Lot 136 feet 10 inches deep. Location high and healthy. Price, $4,000. Terms easy. Apply to I. CARNELL, ••2,w,s,6t* No. 2125 Germantown avenue.

FOR SALE OR EXCHANGE—AN ELEGANT house, with large lot of ground, beautifully located in Germantown. Will be sold on accommodating terms, or exchanged for first-class city property. For particulars, address Box 1794 Philadelphia Post-office. se21-tu th s 6t*

FOR SALE—2121 ARCH STREET—A FOUR-Story dwelling, with three-story double back building; underground drainage. Apply on the premises. se19-s,m,w,3t*

FOR SALE—A VALUABLE COUNTRY SEAT and about 10 acres of land on School Lane; 15 house from Railroad station. Excellent location for hotel or driving park. Also, desirable building lot North Broad street, West side, 50x200; two fronts. Apply to COPPUCK & JORDAN, 433 Walnut street. se12 tf

FOR SALE—THE HANDSOME BRICK RESIdence with three-story back buildings and lot 21 feet 4 inches front, situate No. 312 South Tenth street. Has every modern convenience and improvement. Immediate possession given. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE—AN ELEGANT COUNTRY SEAT, with over seven acres of land attached, late the residence of DAVIS PEARSON, Esq., dec'd, situate on Bristol street and the Old York Road, with eight hundred feet front on each, below Fisher's Lane. Mansion 44 by 40 feet, with back buildings, built and finished throughout in a superior manner, with wide hall, parlor, library, sitting room, dining room and two kitchens on the first floor, seven chambers on the second floor, and five on the third. Furnished with every city convenience, and in perfect order. Large stable and carriage house—green house, &c., and grounds beautifully improved with choice shrubbery, and well shaded. Photographic views may be seen at the office of J. M. GUMMEY & SONS, 508 Walnut street.

GERMANTOWN—FOR SALE, A HANDSOME double residence, built in the best manner, with every city convenience and in excellent repair, situate on Tulpehocken street, west of Green; has stone stable, carriage-house, tenant house, green house, hot-house, ice-house, &c., and nearly two acres of land attached. J. M. GUMMEY & SONS, 508 Walnut street.

FOR SALE—80 ACRES OF LAND, SITUATE ON Second street, above Erie avenue, in the Twenty-second Ward. Good Stone Improvements. A very valuable tract for investment; sold to close an estate. J. M. GUMMEY & SONS, 508 Walnut street.

WANTS.

WANTED.—A POSITION BY A YOUNG MAN WHO is willing to make himself generally useful. Is a good penman. The best of references given. Address "Clerk," BULLETIN Office. se10 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, sel8,m,w f 3m§ Corner Fourth and Library Sts., Phila.

WANTED TO RENT, ABOUT THE BEGINning of October, a first-class Dwelling in West Philadelphia (northern part preferred), containing from eight to ten bedrooms, and all modern conveniences. Rent not exceeding $1,500 per annum. Address, with particulars, P. O. Box No. 2871. se18-f,m,w6t*

WANTED TO PURCHASE.—ONE OR MORE convenient dwellings on Arch, Chestnut, Walnut or Spruce streets (or on the cross streets) between Twelfth and Twenty-first streets. Values from $12,000 to $30,000. Apply to E. R. JONES, Real Estate Broker, se19 6t§ 532 Walnut street.

Correct Accounts of the Georgia Riot.

ATLANTA, Sept. 22.—The particulars of the riot at Camilla, as telegraphed from Bainbridge to Augusta, yesterday, and thence sent to the Northern papers, are incorrect and exaggerated. The following gives the account of both sides:

O. O. HOWARD, Brevet Major-General, U. S. A.

The Sub-assistant of the Freedmen's Bureau telegraphs to General Sibley, commanding the District, the following:

ALBANY, Sept. 17.—At 10 P. M. Ismael Turner, a freedman, reported himself directly from Camilla, Mitchell county, stating that he had left there at two o'clock P. M.; that on the forenoon of that day he approached Camilla with John Murphy, Wm. R. Pearce, candidate for Congress in the Second District, F. F. Putney, white, and about seventy-five colored persons, all on the way to Camilla, where Pearce and Murphy were to deliver political addresses.

When approaching Camilla, the relator being in advance was accosted by an armed and mounted white man, who at first stated that he was in search of a doctor to attend a freedman who had been hurt by a falling tree, but who subsequently stated he was a courier, and advised the relator and others of the party who had overtaken him not to go to town: that the people there were determined that the Radicals should not speak in Camilla; that notwithstanding the warning, the party moved on towards Camilla, when they were met by the sheriff and a posse, who accosted Capt. Pearce, and who was assured by the latter that he designed and should speak in Camilla on political subjects. The sheriff endeavored to dissuade him, telling him plainly that the people would not permit it. The sheriff then went back into Camilla and again returned, saying he had done all in his power to persuade the people from violence, but without avail; that the party then moved on to town; that Pearce and Putney entered the town and dismounted from their buggy and hitched their horse to the court-house fence; that as the wagon containing the music of the party entered the town it was fired upon by the mounted white man who had first accosted him, and by several other white men; that the freedmen then started to escape to the woods; that Pearce attempted to rally them, calling on them not to fly, and that the colored men, being unarmed, would not stop. The relator being wounded dashed out of the town, past the freedmen on foot, and past the musicians, who had abandoned their wagon; that Murphy and Philip Joiner, in a buggy, also drove rapidly away towards Albany; that the relator dashed ahead of them; that when about seven miles from Camilla, the buggy containing Murphy and Joiner was overtaken by four or five white men, mounted and armed; that the buggy was stopped; that the horse dashed riderless up the road towards the relator, who saw the pursuers around the buggy, some of them dismounted; and that he then came as rapidly as possible to Albany.

The following is the statement of the Sheriff of Mitchell county, sworn to by himself and other prominent citizens. It is addressed to the members of the Legislature: On Saturday, the 19th inst., it was made known to citizens that John Murphy, of Albany, Georgia, had issued a circular and secretly circulated the same among the colored men of this county, ordering them to bring their arms with them to a political meeting advertised for that day at this place. This information was corroborated by statements made by Robert Cochoran, Sr., Thos. Jones, and others, who came from a road in the direction of Albany, stating that armed negroes were assembling in large numbers at China Grove church, waiting for the delegation from Albany, headed by said Murphy and Pearce, candidate for Congress, who were to be speakers for the occasion. At the request of citizens, Mr. J. Poor, sheriff, with a committee of six other citizens, went out to meet said procession, and to protest against armed negroes being marched in procession in our town, and to state to them distinctly that if they would lay down their arms, no objection would be made to their entering town and holding their political meeting. The sheriff delivered this message to Murphy and Pearce, leaders of the procession, and they replied that they had nothing to do with these armed men; the guns belonged to them, and they were in the habit of carrying them wherever they went. The sheriff replied, as a peace officer, "It was his duty under the law to forbid the assemblage of armed men at political meetings, and assured them that if they entered the town with their music and banners, followed by armed men, as they were, that there would be a breach of the peace, and that he would not be responsible for the consequences." Shortly afterwards the column moved into the town in regular order, headed by Pearce, candidate for Congress, and one Putney, white, in a buggy, armed with a double-barrel shot gun, a Spencer rifle, and two pistols, with a quantity of ammunition, as was afterwards ascertained; next a four horse wagon, containing a band and a number of armed negroes; next followed a column of negro men on foot, between three and four hundred, attended by about twenty mounted outsiders. At least one-half, if not two-thirds, were armed with guns, and most of them with pistols. Music was playing, and the crowds were noisy and threatening in their conduct. Murphy and one Philip Joiner (negro) in a buggy in the rear. As the head of the column approached the square one of our citizens, James Johns, who was intoxicated, approached within a few feet of the column and ordered the music to stop, which was not done. The column moved on, and when about twenty steps from him his gun was fired, whether intentionally or not is not known, but it was pointed in a different direction, and the shot struck the ground about twelve feet from him. The column fired a volley. Some of them shot at Johns, but most of them in the direction of Maple's store, thirty or forty steps from the column, at which place there were a number of our citizens, all unarmed, wounding six of them.

Immediately about twenty of our citizens sprang to their arms and fired into the column, by which two negroes were killed and a number unknown wounded. The negroes immediately broke to a thick cluster of timber one hundred yards north of the courthouse. At this point there was an attempt made by Pearce to rally his routed forces. Our citizens immediately, to the number of about thirty, part of them mounted, made a charge, and completely routed the whole force, Pearce flying through the woods and fields, and Murphy and Philip Joiner escaping in a buggy up the road towards Albany. Seven negroes were killed. From the best information we have been able to procure, between thirty and forty have been wounded, all of whom have been properly cared for. It is a source of deep regret that the calamitous consequences of this affair fell exclusively upon the poor deluded negroes, led on by wicked white men—Murphy, Pierce and Putney—who made good their escape in the hour of danger, with but little injury to themselves. This result is to be attributed more to the sharpness and shrewdness of these gallant leaders, who succeeded in effecting their escape, than to a want of intention on the part of our people. We hereby disavow any purpose or intent on the part of ourselves or our citizens to violate the law or peace of the State in what was done. We were willing, and so expressed ourselves to these leaders, for them to hold their political meeting at the court-house in our town, if the negroes were disarmed; but we did think, and still think, that it was our duty to obey the orders of the sheriff as a civil officer of this State in breaking up this unlawful assemblage. We feel, as their number vastly exceeded that of our citizens present, that if this meeting had taken place the lives of our wives and children would be at the mercy of an infuriated mob.

While the consequences are to be regretted we do not boast of what was done by our people; we feel that they have but discharged a painful duty imposed upon them by wicked and corrupt men now engaged in leading astray into acts of lawlessness the colored people of our country. We appeal to the law-making power of Georgia and the lawful authorities of the government to check the progress of those strolling criminals who are prowling about the houses and disturbing the peace and quiet of our war-stricken people."

The foregoing statements from military and civil authorities give full particulars of the riot. The Governor has addressed a message to the Legislature recommending that the President be petitioned for troops. The matter is being considered to-day.

The following was received here to-day:

"ATLANTA, Ga., Sept. 22.—*Major-General O. O. Howard, Commissioner, &c., Washington, D. C.:*—A delegation of colored people, going to attend a political meeting at Camilla, Georgia, were attacked by the whites, because, as is alleged, they were armed, and ten or more killed; probably fifty killed and wounded. William P. Pearce, white, the Republican candidate for Congress in the Second District, shot in the leg; John Murphy and F. F. Putney, white speakers, are wounded. As far as known, only two of the attacking parties were injured. No further difficulty is reported. Reports forwarded to-day.

(Signed) "C. C. SIBLEY,

"Brevet Brigadier-General, Assistant Commissioner."

ATLANTA, September 22.—The following report is from Judge Vason and Mr. Johnson, who were requested by Lieut. Howard, of the Freedmen's Bureau, to investigate the matter of the Camilla riot:

To the Committee of the Senate and House of Representatives of the State of Georgia.—We left Camilla to-day at noon. All was quiet, and no apprehension was felt, of further trouble. The acts of the citizens were under the orders of the sheriff, and they acted as his police in the whole affair. The negroes of the county are all quiet and no bad feeling exists between them and the whites, growing out of labor.

But few negroes were present, except those in the procession, and there is no necessity for any additional force to protect the whites or blacks. The wounded negroes are well cared for, and have the sympathy of the whites. The whole difficulty originated in the right claimed by Murphy, Pearce, &c., to carry negroes to a political meeting with arms. The sheriff disputed this right, and insisted that, under the proclamation of the Governor and the law, it was his duty, as a civil officer, to prevent it. There is no excitement in Albany.

D. A. VASON,
T. JOHNSON.

Vason, Johnson and Clark, Northern men who came South since the war, certify to the good character of the parties making sworn statements, and both Vason and Johnson's reports were laid before both houses, which determined their decision relative to the Governor's message, and the refusal to ask the President for aid to maintain order.

ATLANTA, Sept. 22.—The rencontre at Camilla, Ga., between the whites and blacks, created much excitement here and throughout the State. Yesterday afternoon the Governor sent in a communication to both Houses relative to the disturbances in Mitchell county. He recommends that the President of the United States be petitioned for military sufficient to preserve order in that county. The Governor says that, disregardful of the proclamation issued on the 14th inst., the right of the people peaceably to assemble has been violently and barbarously impaired, and that the civil officers are wholly unable to protect the rights of citizens and maintain peace, and earnestly recommends the Legislature to make immediate application to the President for a sufficient military force to be stationed in Mitchell county to maintain peace and protect the lives and property of citizens, and have the guilty punished by due process of law. The fact that this occurrence is the result of a determination publicly expressed by irresponsible persons of one political party that the other political party shall not hold meetings, is too well known. It is gratifying to know that this sentiment is confined to a lawless class, and is not countenanced or supported by responsible citizens.

The misfortune is that the outrages are not prevented, and unless physical force is added to the honest efforts of the officers of the law, we shall be thrown into a state of anarchy, where neither life nor property is safe.

On the reading of this report, a resolution was offered in the Senate to refer the message of the Governor to the Committee on the state of the Republic. This caused a long debate regarding telegraphing to the President, and a resolution was offered that as the Senate had heard the statement of a negro, through the Governor, that an account from a white man be received. This was agreed to.

A substitute was offered that a special committee be appointed to investigate the whole matter and report forthwith all the facts. The House also appointed a committee of five to investigate and lay a correct account before the Assembly.

This afternoon the Senate Committee, appointed to take into consideration the message of the Governor, made a report that the evidence submitted to the Governor was untrue, accompanying the same with sworn testimony. The report gave rise to an exciting discussion, but was adopted—yeas 22, nays 10.

The House, by a vote of 112 to 30, passed a bill appointing the first Tuesday in November for a Presidential election. The House also received majority and minority reports relative to the Governor's message. After a heated discussion the majority report was adopted, which is that they find the evidence proffered by the Governor is not sustained by the evidence before the committee, and which is herewith returned. They have come to the conclusion that the whole difficulty occurred and originated from a determination of the parties referred to in the Governor's message, to wit: Pearce, Putney and Murphy, to enter Camilla at the head of an armed company of freedmen, which right was disputed by the sheriff of the county, and that the resistance of one party and the determination of the other caused the disturbance. They find that the civil authorities are able to execute the law, and that there is no necessity for military interference. The report is signed by one Senator and four Representatives. One Senator dissented from the report, saying he agreed with the committee, but believed that other legislation is necessary to preserve order and protect persons and property.

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All the requisites for preserving and pickling purposes.

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FOR LUNCH—DEVILED HAM, TONGUE, AND Lobster, Potted Beef, Tongue, Anchovy Paste and Lobster; at COUSTY'S East End Grocery, No. 118 South Second street.

NEW GREEN GINGER, PRIME AND GOOD ORDER at COUSTY'S East End Grocery, No. 118 South Second street.

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SALAD OIL.—100 BASKETS OF LATOUR'S SALAD Oil of the latest importation. For sale by M. F. SPILLIN, N. W. corner Arch and Eighth streets.

PAPER SHELL ALMONDS—NEW CROP PRINCESS Paper Shell Almonds—Finest Dehesia Double Crown Raisins, New Jersey Nuts, Walnuts and Filberts, at COUSTY'S East End Grocery Store, No. 118 South Second street.

HAMS, DRIED BEEF AND TONGUES.—JOHN Steward's justly celebrated Hams and Dried Beef and Beef Tongues; also the best brands of Cincinnati Hams. For sale by M. F. SPILLIN, N. W. corner Arch and Eighth streets.

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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.

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.

TRAVELERS' GUIDE.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland and Wyoming Valleys, the North, Northwest and the Canadas. Summer Arrangement of Passenger Trains, August 3, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.—At 7.30 A. M. for Reading and all intermediate Stations, and Allentown. Returning, leaves Reading at 6.30 P. M., arriving in Philadelphia at 9.15 P. M.

MORNING EXPRESS.—At 8.15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.

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

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

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6.45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9.05 A. M. Returning leaves Philadelphia at 4.30 P. M.; arrives in Pottstown at 6.40 P. M.

READING ACCOMMODATION.—Leaves Reading at 7.30 A. M., stopping at all way stations; arrives in Philadelphia at 10.15 A. M. Returning, leaves Philadelphia at 5.15 P. M.; arrives in Reading at 8.05 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M. and Pottsville at 8.45 A. M., arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.05 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M.

Harrisburg accommodation leaves Reading at 7.15 A. M., and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon accommodation south at 6.30 P. M., arriving in Philadelphia at 9.15 P. M.

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

All the above trains run daily, Sundays excepted.

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

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7.30 A. M., 12.45 and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 6.20 A. M., 1.00 P. M. and 5.45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7.30 A. M. and 4.30 P. M. trains from Philadelphia, returning from Collegeville at 8.27 A. M. and 1.49 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.—Leaves New York at 9 A. M., 5.00 and 8.00 P. M., passing Reading at 1 A. M., 1.50 and 10.10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, &c.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburgh, at 3 and 5.25 A. M., 9.35 P. M., passing Reading at 4.40 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 3.20 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.

NORTH PENNSYLVANIA R. R.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mt. Carmel, Pittston, Scranton, Carbondale and all the points in the Lehigh and Wyoming Coal regions.

Passenger Depot in Philadelphia, N. W. corner of Berks and American streets.

SUMMER ARRANGEMENT, ELEVEN DAILY TRAINS—On and after MONDAY, JULY 20th, 1868. Passenger Trains leave the New Depot, corner of Berks and American streets, daily (Sundays excepted), as follows:

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

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

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

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

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

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

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

At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatborough and Hartsville take stage at Abington 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., 2.15, and 8.20 P. M. 11 05 A. M. and 8.20 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton.

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

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

From Lansdale at 7.30 A. M.

From Fort Washington at 9.20, 10.45 A. M. and 3.15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M.

Philadelphia for Doylestown at 2.00 P. M.

Doylestown for Philadelphia at 7.00 A. M.

Bethlehem for Philadelphia at 4.30 P. M.

Fifth and Sixth streets Passenger Cars convey passengers to and from the new Depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the Depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points, at Mann's North Penn. Baggage Express Office, No. 105 South Fifth street.

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, 5¼, 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, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8.20 down train, and the 3¼ and 5¼ 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 9¼ 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, 7¼, 9, 11.05 A. M.; 1½, 3, 4¼, 5¼, 6.15, 8.05 and 11½ P. M.

Leave Norristown—5.40, 7, 7.50, 9, 11 A. M.; 1½, 3, 4¼, 6.15 and 8¼ P. M.

ON SUNDAYS.

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

Leave Norristown—7 A. M.; 5¼ and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia—6, 7¼, 9, 11.05 A. M.; 1½, 3, 4¼, 5¼, 6.15, 8.05 and 11½ P. M.

Leave Manayunk—6.10, 7¼, 8.20, 9½, 11½ A. M.; 1½, 3, 5, 6¼ and 9 P. M.

ON SUNDAYS.

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

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

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

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.

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.

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., and 2 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, 2.00, 4.30, 6 and 11.30 P. M. for Edgewater, Riverside, Riverton and Palmyra. 2 P. M. for Riverton and 3.30 P. M. for Palmyra.

At 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., 1.30, 4, 5 and 6 P. M., for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and 8 P. M. for Holmesburg and intermediate Stations.

From West Philadelphia Depot, via Connecting Railway.

At 9.30 A. M., 1.00, 6.30 and 12 P. M. New York Express Line, via Jersey City	$3 25
At 11 A. M. Emigrant Line	2 00
At 1.30 A. M. on Monday only—New York Express Line	$3 25

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

At 9.30 A. M., 1.00, 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 of 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 7 and 10 A. M., 1, 3.30 and 5.30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham and Pemberton.

At 7 A. M., 1 and 3.30 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 Cortlandt 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 6.00 P. M., and 12 Night, 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.

Sept. 14, 1868. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE.—Commencing Sunday, Sept. 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 11.45 A. M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4.00 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 11.30 P. M. (daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, Northeast, 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 11.45 A. M. Train. Via Crisfield will take the 11.30 P. M. train.

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

Leave Philadelphia at 11.00 A. M., 2.30, 5.00, 7.00 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., and 1.30, 4.15 and 7.00 P. M. The 8.10 A. M. Train will not stop between Chester and Philadelphia.

The 8.10 A. M. and 7.10 P. M. Trains from Wilmington run daily. All other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. 2.35 P. M., Express. 7.25 P. M., Express.

SUNDAY TRAINS FROM BALTIMORE.—Leave Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-east, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood and Chester.

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

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. SUMMER ARRANGEMENTS. On and after MONDAY, April 13th, 1868, the trains will leave Depot, Thirty first and Chestnut streets, as follows:

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

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

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

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

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

Trains leaving Philadelphia at 7.15 A. M., and 4.50 P. M., and leaving West Chester at 7.30 A. M. and 4.50 P. M. connect at B. C. Junction with Trains on P. and B. C. R. R. for Oxford and intermediate points.

ON SUNDAYS—Leave Philadelphia at 8.00 A. M. and 2.00 P. M.

Leave West Chester 7.45 A. M. and 5.00 P. M.

The Depot is reached directly by the Chestnut and Walnut Street cars. Those of the Market Street Line run within one square. The cars of both lines connect with each train upon its arrival.

Passengers are allowed to take wearing apparel only as Baggage, and the Company will not, in any case, be responsible for an amount exceeding $100 unless a special contract is made for the same.

HENRY WOOD, General Superintendent.

CAMDEN AND ATLANTIC RAILROAD.

FALL ARRANGEMENT.

On and after MONDAY, Sept 21st, 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	3.45 P. M.
Junction Accommodation, to Atco and Intermediate Stations	5.30 P. M.

RETURNING, WILL LEAVE ATLANTIC:

Mail	3.42 P. M.
Atlantic Accommodation	6.55 A. M.
Freight	11.42 A. M.
Junction Accommodation from 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	3.42 P. M.

je30-tf D. H. MUNDY, Agent.

WEST JERSEY RAILROADS.

FALL AND WINTER ARRANGEMENT.

From Foot of Market St. (Upper Ferry).

Commencing Wednesday, Sept. 16, 1868.

Trains leave as follows:

For Cape May and stations below Millville 3.15 P. M.

For Millville, Vineland and intermediate stations 8.15 A. M., 3.15 P. M.

For Bridgeton, Salem and way stations 8.15 A. M. and 3.30 P. M.

For Woodbury at 8.15 A. M., 3.15, 3.30 and 6 P. M.

Freight train leaves Camden daily at 12 o'clock, noon. Freight received at second covered wharf below Walnut street, daily.

Freight Delivered No. 228 S. Delaware Avenue.

WILLIAM J. SEWELL, Superintendent.

PENNSYLVANIA CENTRAL Railroad.—Fall Time.—Taking effect Sept. 13th, 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 Streets 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 Accom.	at 10.30 A. M., 1.00, and 9.00 P. M.
Fast Line	at 11.40 A. M.
Erie Express	at 11.40 A. 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 and Buffalo Express	at 11.00 P. M.
Philadelphia Express	at 12.00 night

Erie Mail leaves daily, except Sunday, running to Williamsport only on Saturday night. On Sunday night passengers will leave Philadelphia at 12 o'clock.

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 1.45 A. M.
Philadelphia Express	7.10 A. M.
Paoli Accom.	8.20 A. M. and 3.40 & 7.10 P. M.
Erie Mail and Buffalo Express	7.10 P. M.
Parkesburg Train	9.10 "
Fast Line	9.35 "
Lancaster Train	12.30 P. M.
Erie Express	5.10 "
Day Express	5.10 "
Harrisburg Accom.	9.50 "

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

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

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

PHILADELPHIA & BALTIMORE CENTRAL RAILROAD.—Summer Arrangements. On and after Monday, April 13, 1868, the Trains will leave Philadelphia from the Depot of the West Chester & Philadelphia Railroad, corner of Thirty-first and Chestnut streets (West Philada.), at 7.15 A. M. and 4.50 P. M.

Leave Rising Sun, at 5.15 A. M., and Oxford at 6.00 A. M., and leave Oxford at 3.25 P. M.

A Market Train, with Passenger Car attached will run on Tuesdays and Fridays, leaving the Rising Sun at 11.05 A. M., Oxford at 11.45 A. M., and Kennett at 1.00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays train leaves Philadelphia at 2.30 P. M., runs through to Oxford.

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

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

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

mh19 HENRY WOOD, General Sup't.

PHILADELPHIA AND ERIE RAILROAD—FALL 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, Sept. 14th, 1868, the Trains on the Philadelphia and Erie Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia	10.40 P. M.
" " " Williamsport	8.20 A. M.
" " arrives at Erie	9.25 P. M.
Erie Express leaves Philadelphia	11.30 A. M.
" " " Williamsport	8.35 P. M.
" " arrives at Erie	9.50 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	10.50 A. M.
" " " Williamsport	10.15 P. M.
" " arrives at Philadelphia	7.00 A. M.
Erie Express leaves Erie	7.35 P. M.
" " " Williamsport	8.15 A. M.
" " arrives at Philadelphia	5.00 P. M.

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

ALFRED L. TYLER, General Superintendent.

RELIEF ASSOCIATION.

NOTICE.

OFFICE OF THE MANHATTAN CO-OPERATIVE RELIEF ASSOCIATION, No. 439 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 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 death; to give your Name, Town, County, State, Occupation, &c., also a medical certificate. Every member 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.

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

ISABELLA MARIANNO, M. D., 225 N. TWELFTH Street. Consultations free. my8-ly

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.

PROPOSALS.

PROPOSALS FOR STATIONERY.

HOUSE OF REPRESENTATIVES UNITED STATES, CLERK'S OFFICE, Sept. 12th, 1868.

Sealed Proposals will be received at this office until THURSDAY, the 15th day of October, 1868, at 12 o'clock M., for furnishing each of the following articles of Stationery for the use of the House of Representatives of the United States, viz.:

100 reams white Quarto Post Paper, extra superfine, faint lined.
40 reams white Quarto Post Paper, extra superfine, wide-ruled.
150 reams white Commercial Note Paper, extra superfine, faint lined.
60 reams white Commercial Note Paper, extra superfine, plain.
75 reams Fancy Note Paper.
50 reams Foolscap Paper, extra superfine, faint lined.
25 reams Legal Cap Paper, extra superfine, faint lined.
10 reams Journal Paper, white heavy, extra superfine, 14x17 inches, ruled to pattern.
200 reams soft Manilla Paper.
1000 reams Manilla Paper, 19x19 inches, flat, very tough and smooth, to weigh eleven pounds per ream.
200 reams Manilla Paper, 18x24 inches, flat, very tough and smooth, to weigh twenty-two pounds per ream.
200 reams Manilla Paper, 27x37 inches, flat, very tough and smooth, to weigh forty-two pounds per ream.
400 packages Blotting Paper, 15 sheets to a package.
50,000 white thick adhesive Envelopes, 6x2½ inches.
50,000 white thick adhesive Envelopes, 5⅜x3½ inches.
20,000 white thick adhesive Envelopes, 6⅜x3⅝ inches.
10,000 white thick adhesive Envelopes, 9x4 inches.
10,000 white thick adhesive Envelopes, 10⅝x4½ inches.
25,000 fancy Note Envelopes.
1½ gross Congress Tie Envelopes.
10,000 buff adhesive Envelopes, 7½x3¼ inches.
20,000 buff adhesive Envelopes, 9x4 inches.
1,500,000 buff Envelopes, not adhesive, 6⅞x3⅝ inches.
25 gross Gillott's Pens, No. 404.
25 gross Gillott's Pens, No. 303.
25 gross Perry's small 3-pointed Pens.
25 gross Mark Levy's Commercial Pens.
2 dozen Gold Pen Nibs.
6 dozen Gold Pens, various kinds.
1 gross 4-inch flat Inkstands.
1 gross Inkstands, assorted styles.
3 dozen Arnold's Genuine Writing Fluid, half pints.
3 dozen Arnold's Genuine Writing Fluid, half pints.
3 dozen Arnold's Genuine Writing Fluid, quarts.
3 dozen Carmine Ink.
2 dozen Genuine French Copying Ink, quarts.
2 dozen Genuine French Copying Ink, pints.
6 dozen Jet Black Ink, quarts, pints and ½ pints.
1 gross Rubber Penholders, No 3.
10 gross Penholders, various kinds.
10 dozen Rubber Pencils, short, propelling.
10 dozen Rubber Pencils, long, propelling.
15 gross A. W. Faber's Black Lead Pencils, No. 2, hexagon and round.
10 dozen American Lead Pencil Company's Carmine and Blue Pencils, hexagon.
15 dozen A. W. Faber's Carmine and Blue Pencils, hexagon.
10 dozen Diaries for 1869.
6 dozen Autograph Books.
25 dozen best White Mucilage, flat, 8-ounce bottles.
1 dozen fine Portfolios.
12 dozen Lawyer's Taste, silk.
3 dozen Paper Folders.
100 spools Pink Tape.
20 dozen Pocket Knives, good qualities, Rodger's, Wostenholm's, Crook's and best American manufacture.
12 dozen scissors, 3½ to 6 inches.
6 dozen sponge cups.
6 dozen Paper Weights.
6 dozen Ready Reference Files.
12 dozen Erasing Knives.
6 dozen Portemonnaies, various kinds.
10 dozen Rulers.
30 dozen packs Visiting Cards, cut from the Bristol Board, in boxes.
75 gross Rubber Bands and Rings.
100 reams Artist's Bond.
100 skins Parchment, 16x23 inches.
2000 pounds Thick, Soft, and Hard Twine.
18 dozen Memorandum, Manuscript, and other Blank Books.
6 dozen Pen Racks.

The adhesive envelopes must be extra well gummed with pure white gum, or they will not be received; and samples of all kinds of envelopes must be submitted in such boxes as they are to be delivered in. All white envelopes are to be delivered in boxes containing not over 500 each. Boxes for buff envelopes to contain not over 500 each, and to be strongly made.

In the supply of goods contractors will be rigidly required to furnish articles fully equal to the sample.

Proposals must be accompanied by the names of the sureties intended to be offered, and a bond in the sum of $1,000 that parties will furnish such articles as may be awarded to them.

As required by law, preference will be given to productions of American industry, if equally cheap and of as good quality; and all persons making proposals to supply any class of articles will state whether the same are the manufacture of the United States.

The articles are to be delivered free of any charge for cartage at the office of the Clerk of the House of Representatives, on or before the 15th day of November, 1868.

Each proposal to be indorsed "Proposals for Stationery for the House of Representatives of the United States," and addressed to the undersigned.

Sufficient specimens of each class of articles proposed for must accompany the proposal, marked with the name of the bidder.

The weight per ream of all writing papers, except fancy note paper, must be stated upon the sample.

The person offering to furnish any class of articles at the lowest price, quality considered, will receive a contract for the same, on executing a bond, with two or more sureties, satisfactory to the Clerk of the House of Representatives, for the performance of the same, under a forfeiture of twice the contract price in case of failure, which bond must be filed in the office of the said Clerk within ten days after the proposals have been opened and the result declared.

EDWARD McPHERSON, se23 w 4t Clerk of the House of Representatives.

TO CONTRACTORS.

Bids will be received until Saturday, October 10, 1868, for the grading, masonry and bridge work on the Western Division of the Union Central Railroad, extending from Tamaqua westwardly.

Also, the Middle Division, from Tamaqua eastward to the Summit, between the Schuylkill and Lehigh rivers.

Also, the Eastern Division from said Summit, through the Mahoning valley to the Lehigh river.

Proposals may be made for the whole or a portion of the work in sections or divisions.

Plans and specifications may be seen at the office of the Company. J. W. GEARY, Engineer, se21toc10 Pottsville, Pa.

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND County of Philadelphia.—Estate of SINGLETON A. MERCER, deceased.—The Auditor appointed by the Court to audit, settle and adjust the first account of P. H. BRICE and E. SPENCER MILLER, Executors of last will and testament of SINGLETON A. MERCER, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment on MONDAY, September 28th, 1868, at 4 o'clock P. M., at his Office, No. 217 South Third street, in the city of Philadelphia. se19,s,m,w,5t§ S. HENRY NORRIS, Auditor.

IN THE ORPHANS' COURT FOR THE CITY and County of Philadelphia.—Estate of Mrs. MARIA H. DRAYTON, deceased.—The Auditor appointed by the Court to audit, settle and adjust the second and final account of W. H. DRAYTON, Esq., Executor of the last will of Mrs. MARIA H. DRAYTON, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purposes of his appointment on TUESDAY, September 29th, 1868, at 11 o'clock, A. M., at his office, No. 9 Law Building, southeast corner of Sixth and Walnut streets, in the city of Philadelphia. se18,f,m,w5t*

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.—In Bankruptcy.—At Philadelphia, August 31, 1868.—The undersigned hereby gives notice of his appointment as Assignee of EDWARD STILES, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, within said district, who has been adjudged a Bankrupt upon his own petition by the District Court of said District.

WM. VOGDES, Assignee, 128 South Sixth street.

To the Creditors of said Bankrupt. se9 w 3t*

IN THE DISTRICT COURT OF THE UNITED States for the Eastern District of Pennsylvania.—In Bankruptcy.—At Philadelphia, September 9th, A. D. 1868. The undersigned hereby gives notice of his appointment as Assignee of JOHN D. LENTZ, of Philadelphia, county of Philadelphia and State of Pennsylvania, within said district, who has been adjudged a Bankrupt on his own petition, by the District Court of said district.

JAMES STARR, Assignee, No. 633 Walnut street.

To the creditors of said bankrupt. se9 w 3t*

IN THE DISTRICT COURT OF THE UNITED STATES for the Eastern District of Pennsylvania.—In Bankruptcy.—At Philadelphia, September 5, A. D. 1868. The undersigned hereby gives notice of his appointment as Assignee of JOHN J. PHILIPS, of the city of Philadelphia, within said District, who has been adjudged a Bankrupt on creditors' petition by the District Court of said District.

G. IRVINE WHITEHEAD, Assignee, No. 615 Walnut street.

To the Creditors of said Bankrupt. se9 w 3t*

REAL ESTATE SALES.

PUBLIC SALE OF OVER 100,000 ACRES OF VALUABLE COAL, IRON, TIMBER, FARM AND HEMLOCK LANDS, IN THE COUNTIES OF McKEAN, ELK AND CAMERON, PENNSYLVANIA.

The well known and valuable lands of the McKean and Elk Land and Improvement Company will be exposed to public sale in parcels, on TUESDAY, the 20th day of October, 1868, at 12 o'clock M., at the Philadelphia Exchange, Philadelphia.

These Lands are situated in the Northwestern part of the State, on the line of the Philadelphia and Erie railroad, 94 miles East of Erie, nearly equidistant and connected by direct railroads with the cities of New York, Philadelphia and Baltimore, and on completion of the railroad connections within 100 miles of Buffalo and Rochester, in the State of New York.

The attention of capitalists, manufacturers of iron and lumber, miners of coal, tanners and others, is specially solicited to these lands, containing large and workable veins of superior gas and steam coals; iron in large quantities and of excellent quality, and covered with a primitive forest of hardwoods, hemlock and pine timber unsurpassed in the Eastern States and possessing a soil equally productive with the Agricultural lands of the State of New York.

Catalogues and pamphlets, containing maps with full descriptions, terms of sale, and all other desired information, will be furnished on application to the undersigned auctioneers, or to WILLIAM HACKER, Secretary and Treasurer, at the office of the Company, No. 426 Walnut street, Philadelphia.

FREDERICK FRALEY, President.

M. THOMAS & SONS, Auctioneers, 139 and 141 South Fourth street, Philadelphia.

SADDLES, HARNESS, &C.

SADDLERY, HARNESS AND HORSE FURNITURE. KNEASS & Co. 631 MARKET ST. PHILA.

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

IMPERIAL FRENCH PRUNES.—50 CASES IN TIN canisters and fancy boxes, imported and for sale by JOS. B. BUSSIER & CO., 108 South Delaware avenue.