tory, every one who has so much as read through Hallam, must know that there is no greater puzzle than to say how, why and when greater puzzle than to say liow, why and when our present hereditary peerage grew up. As ever in English constitutional and social inquiries, we must go back to the very earliest times to find out the real cause. What is the House of Lords? It is the House of Lords, those who the network to the order, the house of Lords, those who the network to the real debates in the House of Lords, those who the network to the relegraph, 3.

truth simply an Englishman who has not

lost, or who has regained, the ancient right of every free Englishman to attend the Council of the nation in person. It has been often shown how such a right as this, except in a State of small district, gradually destroys itself. The mass of those who have the right to attend cannot and do not attend; their right dies out by non-user, and the constitution gradually be-comes an oligarchy, simply because it is in omes an oligarchy, simply because it is in bosom of the Church itself every semblance of \*theory so pure a democracy. But in such a case as this the greatest irregularity in the number of a thousand years the Catholic Episcopacy for a thousand years the Catholic Episcopacy hole.

King could not well have got along without them. But beyond these few distinctly marked orders all is confusion; if there is any sort of the invision of the church and not of the State; that the members of the hierarchy are principle, it is that the right of attendance de-not amenable to the civil courts; and that it pends on the King's summons. No principle was more natural to grow up. Where the mass of those who had a theoretical right was more natural to grow up. Where the mass of those who had a theoretical right to attend never came, nothing was more ob-vious than to summon those whose presence was wished for, nothing was more natural than that the right should gradually be held to be interface and struct. The demand of the laity that they was not summon whom he would, but that some par-troular classes of men had a right to be sum-moned. Such a theory as this seems to explain to attend theory as this seems to explain the dation of the Church is at at consented to the convocation of a the dation of the church is at at as consented to the convocation of a the dation of the church is at as consented to the convocation of a the dation of the late with seems to explain the seems to explain the dation of the late with seems to explain the seems to explain the dation of the late with seems to exp the Catholic Primate, Arelphishop Simov, has the date of the constrained to the constraint of the tite tirregularity of the constitution of the tite tite constitution of the tite consti could only have existed in a transitional period. One theory, in short, had been given up, and no other theory was as yet fully established. The purely hereditary doctrine grew up in this step with regard to kingship. But it would be step with regard to k

means plain that the Crown ever gave up that State, and if we are to judge by what has alright. The only doctrine on which the right can be attacked is the extreme democratic one. It might be said that the whole system of per-It might be said that the whole system of personal summoned over using the tengences when all a right to come, summoned in the converting the tengences when all a right to come summoned the father, is the ground that the Crown is bound to summon everybody has a right to come with out being summoned at all. Of course the answer will be that such door will be the that such door will be the the that such door will be that such door wi bit being stimmoned at an. Or course the answer will be that such doc-trines are inconsistent with the hereditary character of the House is something which has grown up by degrees and which is not fully established even now. It is something more modern than life peer-ages, and it never has wholly extinguished life merages. An English Bishop is a life peer; an

sections to us a solution inscortical argument is a constantly sound legal argument. Lawyes to the constantly find out this precedent is a good one and the other a bad one, while is an historical argument can be exaded, except on grounds which the opponents of the property for 300 years by the other, there were than been presented to the outpert of a 300 years by the investigation of the state of the other have, into a set of the other example to the asymmetry and in the Prench navy, and in the Prench navy and a selective prencipient of the prench navy and in the Prench navy and in the Prench navy and nave previses prench

THE ROMAN CHURCH ABROAD.

Roman Tatholic Advances. The North German Correspondent of the 14th inst. says :- The present Pontiff is percomes an oligarely, simply because is so in the penceracy. But in such ease as this the greatest irregularity in the num-bers and qualifications of those who do attend follows as a matter of course. Every attemptod define the constitution of our National Cour-cis, either before of for a good while after the sensitive, while in 1838 the entire order norman Conquest, has always broken down. Ingenious men have puzzled themselves to find of their difficulty being that there was no qualification as a matter of course. The sensitive is ubiquitous, and many-of the sing static and the Bislops-always came as a matter of course. The defauet nong other things always came as a matter of course. The singulations, The liberties of the charter regulations of the singulations, the real ground of their difficulty being that there was not for the difficulty being that there was not for the difficulty being that there was not of the singulations. The Bislops. The liberties of the sing could not well have got along without King could not well have got along

step with regard to kingship. But it would be ration will be the approaching Council. "The relations between the State and the Catholic when the Crown lost the right of creating a Church in Germany," says the journal above when the Crown lost the right of treating a peerage which need not be hereditary—that is, the right of summoning a man to Parliament without of necessity binding himself to sum-the right of summoning a man to Parliament without of necessity binding himself to sumlaid on the continuation of this good under-Looked at in a purely historical way it is standing. Recent events in Wurtenburg, ard to understand any doubt as to the right of | Baden and Bavaria, furnish ample proofs that | the Crown to create life peerages. It is plain that the Crown once had the right; it is by no open the old contest between the Church and in the Church and Bavaria, furnish ample proofs that the Curia is far from being disinclined to re-open the old contest between the Church and in the Church and bavaria, furnish ample proofs that the Curia is far from being disinclined to re-open the old contest between the Church and in the Church and bavaria, furnish ample proofs that the Curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-open the old contest between the Church and in the curia is far from being disinclined to re-the curia is far

THE DAILY EVENING BULLETIN-PHILADELPHIA, WEDNESDAY, AUGUST 4, 1869.

**EUROPEAN AFFAIRS.** THE ENGLISH HOUSE OF LORDS. The English and side. It is a constitutional filt is a good and a bad side. It is a constitutional filt is a down in the first state of the state of 

THE HARVARD CREW. English Hopes and Advice.

 The aniset of the second of the almost amounting to a rudeness, to tell these gentlemen who have crossed the Atlantic to his work, which is not the first example neet us that we really don't much care who wins. We do care—and we hope, as we also expect, to see the glorious old dark blue shoot ahead, and keep ahead, of the Stars and Stripes; but we would rather the match cause of compliant arise. If, as it is said, the contest will take place over the old course from Putney to Mortlake, then we say, once for all, that better order must be kept among the not first claim for one's here a perfect method

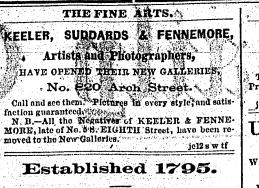
whom it was carefully designed and executed at Rome, whence it was afterwards conveyed to Munich, and cast in bronze at the celebra- DROPOSALS FOR SUPPLIES. ted foundry there. It represents Mr. Peabody

 $\begin{array}{l} \text{Is solingting hore mean tan in per-$ ages, and invert has wholly extinguished its are helicits of the transformation to the

was born at Springfield, near Philadelphia, and then he went to England ; but his pictures are what they are, and would be neither better nor worse if he had been born in Madrid and gone

in a nermanent form their sentiments of grati-

and still is identified. The statue in other words, will occupy a recess at the junction of Royal did not equal his expectations; but he was de-**Will begin its next session in tho New Academy Building At Merchantyille, N. J.** will occupy a recess at the function of the principal en-trances to the Royal Exchange on the origination of the best modern painters, but that America are the best modern painters, who are superior to any now living in Europe. Mr. Church does not be best we paint during the summer, and did not mention and the principal best MODAY. Sept. (1920). The principal are the best modern painters, and did not mention and the principal are the best modern painters. (1920). The principal are the best modern painters are superior to any now living in Europe. Mr. Church does not be an the during the summer, and did not mention are the principal best modern the principal are the best modern painters. (1920). The principal are the best modern painters are superior to any now living in Europe. Mr. Church does not contract are the principal are the best modern painters are the principal are the princ PROPOSALS.



A. S. ROBINSON FRENCH PLATE LOOKING GLASSES, Beautiful Chromos,

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NEW SPICED SALMON

EDUCATION.

THE EDGEHILL SCHOOL

BISHOPTHORPE-THISCHURCH School for girls on the south Bis the off of the the south bank of the Lehigh, will begin its second year, D. V., on the lath of Septem-ber, The number of pupils is limited to thirty. French is täucht by a resident governess, and so far as possible made the hungarge of the family, Address for circulars, &c., MISS CHASE.

SUMMER RESORTS. COLUMBIA HOUSE OAPE MAY, With accommodations for 750 guests, is now open. The Germania, Scienade Band, under the direction o Prof. Geo, Battert, has been secured for the season. GEO. J. BOLTON. Proprietor je26.2m§ UNITED STATES HOTEL ATLANTIO CITY, N. J. Will open for the reception of Guests Saturday, June 26th, 1869. Hassler's Band, under the direction of Mr. Simon Hassler, is engaged for the senson. Persons wishing to engage. Rooma will apply to. GEO. FREEMAN, Superintendent, Atlantio City, N.J., Or BROWN & WOELPPER, 827 Richmond Street, Philadelphia SURF HOUSE, ATLANTIC CITY, N. J.. WILL BE OPEN UNTIL SEPTEMBER 20. For Rooms, Terms, &c., address THOMAS FARLEY, Proprietor. Carl Sentz's Parlor Orchestra has been engaged for the

CAPE ISLAND, N.J. A first-class RESTAURANT, a la carte, will be opened by ADOLPH PHOSKAUER, of 222 S. THIRD-Street, Philadelphia, on the 7th of June, under the name and title of MAISON DOREE, at the corner of WASHI-INGTON and JACKBON Site, known as Hart's Cottage. BF Families will be supplied at the Cottage. Lodging Rooms by Day or Week to Rent. \_\_\_\_\_je30 tf ORETTO SPRINGS.

jy31.1se20

## CAMBBIA COUNTY, PA..

CAMBBIA COUNTY, PA., Will be opened to Guests July Ist. "Excursion Tickets," good for the season, over the Pennsylvania Central Bailroad, can be procured from Philadelphia, Pittslurgh, and Harrisburg, to Kayler Station, 2 miles from the Springs, where coaches will be in readiness to convey guests to the Springs. The proprietor takes pleasure in notifying the public that the hotel is in proper order, and all amusements usually found at watering places can be found at tho above resort. Terms, \$2 60 per day, or \$50 per month. FRANCIS A GHBBONS, Proprietor. SIMON NEWTON, Superintendent, iv27-ttfs Of the Athanic Hotel, Newport. IGHT HOUSE COTTAGE, ATLANTIC Li City. JONAH WOOTTON, Proprietor. The most desirable location on the Leland, being tho-nearest point to the surf. Guests for the house will leave the curs at the United States Hotel. No bur. jy19-Im5 VEA BATHING .- NATIONAL HALL. SEA BAI HANG. This large and commolious hotel, known as the National Hall, is now receiving vietlors. AARON GARRETSON, Proprietor. je24-2m§ Broad Top MOUNTAIN HOUSE, Broad Top, Huntingdon county, Pa., now open. jylo int' W.T. PEARSON, Proprietor. DELAWARE HOUSE, CAPE ISLAND. jel7-2m§ JAMES MECHAY. Proprietor. EXCURSIONS.

FOR CAPE MAY, On Tuesdays, Thursdays and Saturdays.

On and after SATURDAY, June 25th, the new and splendid Steamer LABY OF THE LAKE, Captain spienoid Steamer LADY OF THE LAKE, Captah W. Thompson, will commance running regularly to Cape May, leaving Arch Siteet Wharf on TUESDAY THURSDAY and SATUBDAY MORNINGS at S clock, and returning, leave the landing at Cape Ma MONDAYS, WEDNESDAYS and FBIDAYS z o'clock, FARE, INCLUDING CABRIAGE HIRE, §2 25, CHILDREN, 125. SFPVANTS 150. HILDREN, SERVANTS, SEASON TICKETS, \$10. CARRIAGE HIRE THE LADY OF THE LAKE is a fine sea boat, ha indsome state-room accommodations, and is fitted u nassengers. Tickets sold and Baggage checked at the Transfer Dirce, 328 Chestantistreet, under the Continental Hotel. Freight received until 8% o'clock. For forther particulars, inquire at the Office, No. 38 North DELAWARE Avenue. G.H. HUDDELL, - CALVIN TAGGABT.

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The subscriber, having greatly increased facilities for manufacturing, calls particular attention to his New Series of Chusic Faces of Book and Newspaper Types, which, will compare favorably with those of any other Founder. His practical experience in all branches ap-pertaining to the Manufacture of Type, and the fact of constant Personal Subcruision of each department of his businees, is the best guarantee offered to the Printer of inside and durable article. Everything necessary, in a complete Printing Es-tablishment furnished at the shortest notice.

HOE. TAYLOR. GORDON, CAMPBELL DEGENER, POTTER AND ALL OTHER / PRESS MANUFACTURES. Sole Agents for this City of D. WADE & CO.'S UNRIVALED INKS. A good article is a saving of money -Give us a trial-

FURNITURE, &C. 1869. 1869.

FURNITURE. 1316 CHESTNUT STREET.

Having inst completed the firest lot of Furniture ever produced in this city, I will receive orders for the same, during the month of August, AT PRICES THAT WILL OFFER INDUCEMENTS TO PURCHASERS. The designs are new and elegant. The workmanship and materials are of the highest order. I invite the attention of those who intend furnishing to call and examine the stork of Furniture, and convince themselves of the above facts. JOHN M. GARDNER, 1316 Chestnut St. MACHINERY, IRON, &C.

CUMBERLAND NAILS, \$4 80 PER KEG, Containing 100 lbs. Nails; other brands of

Containing 100 lbs. Nails; other brands of Nails 84 60 per keg; Bordman's Barbed Blind Staples, 84 25 per box of 10 lbs. Staples; Shutter Hinges, from 12 to 17 in., complete with fixtures, 75 ets. per set; 1 1-2 in. Frame Pulleys, 25 ets.; 1 3-4 in. 26 ets. per dozz; Rim Locks and Knobs \$5 per dozz; Atim Locks and Knobs \$5 per dozz; Atim Locks of J. B. SHANNON

1009 Market Street. my22-8 tu th ly M ERBICK & SONS, SOUTHWARK FOUNDRY, 430 WASHINGTON A venue, Philadelphia, MANUF ACTURE STEAM ENGINES – High and Low Pressure, Horizon-tal, Vertical, Beam, Oscillating, Blast and Cornish

Punping, BOILERS-Cylinder, Flue, Tubular, &c. STEAM HAMMERS-Nasmyth and Davy styles, and f all sizes. EASTINGS-Lioam, Dry and Green Sand, Brass, &c. ROUFS-Iron Frames, for covering with Slate or Iron. TANKS-Of Cast or Wrought Iron, for refineries, water, TARKS-Of Clast of Wrought Housed Hennetics, Water, oil, &c.
GAS MACHINERY-Such as Retorts, Bench Castings. Holders and Frames, Purifiers, Coke and Charcoa Barrows, Valves, Governors, &c.
SUGAR MACHINERY-Such as Vacuum Pans and Pumps, Defections, Bono Black Filters, Burners, Washers and Elevators, Bag Filters, Sugar and Bono Black Curs, &c.
Sole manufacturers of the following specialtics: In Philadelphia and vicinity, of William Wright's Patent Variable Cut-off Steam Engine. In the United States, of Weston's Patent Self-contor-ing and Solf-balancing Centrifugal Sugar-draining Ma-chine. chine. Hass & Barton's improvement on Aspinwall & Woolsey's Contrifugal. Bartol's Patent Wrought-Iron Retort Eld. Strahan's Drill Grinding Rest. Contractors for the design, erection and fitting up of Re-fineries for working Sugar or Molasses.

COPPER AND YELLOW METAL Copper, constantly on hand and for sale by HENRY WINSOR & CO., No. 322 South Wharves. DISSOLUTION. NOTICE.-THE INTEREST OF MR Frederick Stovell in our firm ceases from this date-J. E. BAZLEY & CO.

TELEGRAPHIC SUMMARY.THE American Dental Association began its<br/>annual session at Saratoga yesterday.such: a height as to attract the at-<br/>tention of natives living near or passing by at<br/>some distance from the crater. The southern<br/>part of Hawali, from Hilo to Kau, is still sub-<br/>ject to earthquake shocks, and scarcely a week<br/>passes without one. These are not sufficiently<br/>severe; however, to cause any damage. But<br/>their existence creates a doubt as to the late<br/>group attack Gen.-Puegar, at Marácaibo.cks brandr f do wine Eugene Lagore; 35 haskets bottled<br/>wine Geo F Tiler; 114 hara 62 hdls inon Steerers & Co: 30 pkgs hdw<br/>Hiddle Hardware Co: 10 bost fin plates & Trotter & Co: 5<br/>to bus tim plates & Trotter & Co: 6<br/>to bus tim plates & Trotter & Co: 7<br/>to the time is to parting to attack Gen. Pruggar, at Maratando.The elections in Alabama took place yester-<br/>day, and reports give the Democratic party the<br/>victory.former years, in pacifying the rebellious elements<br/>at work infider Mauna Loa. Those who have<br/>visited Kilauca in former years will readily ob-<br/>serve the great changes in the depression of<br/>the floor of the criater, as well as the compara-<br/>tive activity of the molten lava; while a stranger<br/>might not notice anything peculiar, and per-<br/>hays be even disappointed in not finding the<br/>display such as his imagination had pletire.MOVEMENTS OF OCEAN STEAMERS.The London Times, of yesterday, says that<br/>there are strong runnors of an agreement<br/>between Spain and the United States on the<br/>Cuban question.former years, in pacifying the rebellious elements<br/>at work infider Mauna Loa. Those who have<br/>visited Kilauca in former years will readily ob-<br/>serve the great changes in the depression of<br/>the floor of the criater, as well as the compara-<br/>tive activity of the molten lava; while a stranger<br/>might not notice anything peculiar, and per-<br/>hays be even disappointed in not finding the<br/>display such as his imagination had pletire.MOVEMENTENTS OF OCEAN STEAMERS.<br/>DATE // Compared/<br/>to ARE // Compared/<br/>and per-<br/>hays be even disappointed in not finding the<br/>changes we have noted will interest all who<br/>have ever visited this great outlet of the internal<br/>free.—Honolulu Advertiser.MOVEMENTENTS OF OCEAN STEAMERS.<br/>Internation of the criater, as well as the compara-<br/>the floor of the criater, as well as the compara-<br/>times.The Indian Bureau<br/>tions.is still, quite dormant; and yet, the<br/>changes we have noted will interest all who<br/>have ever visited this great outlet of the internal<br/>free.—Honolulu Advertiser.Mov York May Ang. 7<br/>Goremwell Cuban question. The English press, criticising France, says From our late editions of Yesterday

that that country has now entered upon a career of national development unparalleled by any previous stage of its existence. any previous stage of its existence, A SMALL lot of the new twenty-five cent notes have been received at the Treasury De-partment, but they will not be finished and hundred men were killed outright. No par-

crease of the contraband trade between Havana | Dauntless is in Cowes harbor. and the rebel forces, and urge strong measures for its suppression. The Spanish troops,

This fact has caused a cessation of claims already accrned, within two years from the instant execution of prisoners, which has hitherto been the policy of the "Acting Secretary of the Treasury."

Cubans. The loss of the Spaniards in these encounters is so great, that it is reported that department. Another expedition leaves Fort encounters is so great, that it is reported that the effective force of Latona at Nuevitas, and in the entire district, does not exceed 4,000 men, while that of Quesada is nearly 9,000 men, in good discipline, well-armed, and fully prepared for a forward move-attempted to save him, and he too was ment when the healthy condition of the coun- | drowned. try adjacent to the coast will permit it. There uve been a number of minor contests in-General Jordan's district, in each of which the

that the old South Lake is growing in size ment of \$20,000 to her upon his death. During and activity. It increases its area, not from the day, it is stated, he made an attempt to and activity. It increases its area, not from the day, it is stated, no find the day it is stated, its many to be the adjacent old and hard lava cave in and are swallowed up in the boiling lava of the fiery swallowed up in the boiling lava of the fiery The Yellow Fever. HALIFAX, August 3.—Eighteen deaths from yellow fever occurred on board the man-of-war this it will be seen that the crater is undergoing a great change, and that the internal fires are before they acquire the force necessary to pro-duce another, eruption. Its present condition is very similar to what old residents represent it to have been in 1830 or thereabouts. Not only is this steady increase of activity going on now in Kilauea, but occasionally jets of lava are thrown up out of the old south lake to caldron. In this way the active lake has in-

cruption liaving been so thorough as those of former years, in pacifying the rebellious elements at work: under Mauna Loa. Those who have -----

By the Atlantic Cable.

The MAIN and of the received at the Treasury Department, but they will not be finished and ready for circulation for several days.
CAPTAIN HENDRICK and his crew, of the landre and ready for circulation for several days.
CAPTAIN HENDRICK and his crew, of the landre and his crew, of the landre and subdened at sea on May 30, were picked up at sea and landed at Maurilus.
IT is reported that "regulators" are at work in casey county. Funnessee, and a gain of connect the faltient will midertake the work.
The Security attacked a house, killing three men. Militia are to be sent to protocol the citizens in Casey, Mercer and Boyl counties.
The Chairman of the regular Republican State Central Committee of Texas has written to Michain and Cox are the outly on the style of the Harvard and Oxin extract. The was the ating of the cabinet now in Washington.
Postmost Carriers.
The Harvand Journals are discussing the increase of the Cabinet, this and the best boat the fairs to pass the state of the was nonth. The Harvand crew were out the basit so of the contraband trade between the harvard crew were out the regular meeting, of the Cabinet, this and the best boat the fairs to pass in Casey, Michel London Club on this soccasion or regular meeting, of the Cabinet, this and the best boat the fairs to pass in Cases, and urge strom search the was much better than and the search of the Cabinet, this and the best boat the fairs to pass the state of the contraband trade between Havana and the best hoat the fairs to pass the state of the Cabinet, this and the best hoat the fairs to pass the state of the Particle Acces. The was much better than before the harvard crew were out the fairs to pass the part of the Cabinet, this and the best hoat the fairs to pass the state of the Particle Acces. The particle was much better than before the there insolated to the state of the Parting Acces. The particle was much better than before the particle

By the French Cable.

for its suppression. The Spanish troops, while engaged in a reconnoisance near Cinca Villas, met a party of insurgents, and a fight followed, in which thirty rebels were killed. By the Scnattus Consultum, French Minis-By the Scnattus Consultum, French Minis-

followed, in which thirty rebels were killed. By the Scautus Consultant, French Minis-ters, says the cable, are to depend only on the Emperor, and will continue to deliberate in council under his presidency, and are further acts. He can be impeached only by the Scante. The U. S. Marshal at Now York, yesterday, seized fifteen gunbats constructed for the shorthy constitute to size a fifteen gunbats. May hopfing to see a table, the is now term months which have table. The U. S. Marshal at Now York, yesterday, seized fifteen gunbats constructed for the shorthy constitute to size a fifteen gunbats. Construction having proclaimed, and and retire to private life." This letter was red on the constructed for the shorthy constitute to size a fifteen gunbats (constructed for the shorthy constitute to size fifteen gunbats (constructed for the shorthy constitute to size fifteen spanish gunbats fitting out there. **Affairs in Cubs.** The Euler in the hands of the regulation of neutrality, officers were also is a violation of neutrality, the following items to news form the insured in the hands of the regulation from the insured a position to prevent the wholesale massawers, and prevaluation, site to make a the structure of the stru

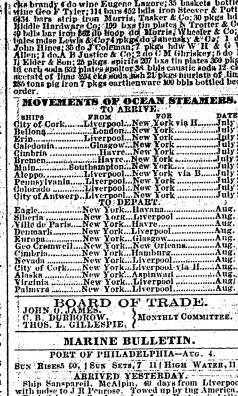
which has hitherto been the policy of the Spanish commanders. Quesada has com-pletely destroyed all communication between Puerto Principe and the coast, and telegraphic communication with Havana: and, were it not for the unhealthy condition of the city, he would have occupied it some time ago. Every effort of Latona to open communication has been defeated, and in these attempts the Spanish loss has been treble that of the Cubans. The loss of the Spaniards in these

-----TRAGEDY IN NEWARK, N. J. Attempted Murder and Suicide.

Attempted Murder and Saitcide. General Jordan's district, in each of which the Spaniards were the aggressors, but in every in stance they have been repulsed with great loss, while the Culians have suffered but little. At Villa Clara the Spanish loss was over 200, with their arms, ammunition, ordnance, and provi-sion trains. In another engagement, near Trimi-dad, the regular and volunteer troops who were sent out to take possession of certain marked plantations, were driven back, and their forces almost destroyed. The number of Spanish troops engaged in this fight was nearly 1,300, while that of the Cubans, who were guarding the plantations, was only 760 men, General Jordan reports himself and troops in excellent condition, and asserts that his command is equal to three times the same number of those who oppose him. They are well-organized, hur de Conover out of the room, and told the footsteps of the father. The girl, who, itt is stated. has always been severely treated, hurried Conover out of the room, and told the plantations, was only 760 men, General Jordan reports himself and troops in excellent condition, and asserts that his command is equal to three times the same number of those who oppose him. They are well-organized, hurried Conover out of the room, and told to the plantations, was only 760 men, General Jordan severely treated, hurried Conover out of the room, and told to the plantations, was only 760 men, General Jordan reports himself and troops in excellent condition, and asserts that his command is equal to three times the same number of those who oppose him. They are well-organized, hurried Conover out of the room, and told

condition, and asserts that his command is equal to three times the same munifier of those who oppose him. They are well-organized, well-drilled, and fight like devils. His force is daily increasing by recruits from the former slaves and the Spanish regular troops. 'He ex-presses entire confidence in his success. **Hilmen--The Sandwich Island Volcano.** About a year ago, at the time of the great earthquake and eruption on Hawaii, action in the old crater suddenly ceased. Simultaneous with the tremendous shock of April 2, 1807, which shock the whole archipelago, from Kau to Nilhau, the internal fire ceased to burn, and the bottom of the crater subsided from three to five hundred feet below its level. It seemed as if the lava had been suddenly drawn off, as was doubtless the case, **Beaving** the floor of the crater caved in. Had it not been held together by its great thickness 'and lateral strength, no one can tell where it might have fallen to, as no traces of fire, have, since been seen until lately, except in, the "old South Lake," which seems, to be a finnel. leading 'trony that the old South Lake is growing in size and activity. It increases its area, not from due to keep internal lites. Travelers who have hately 'risited the crater assure us that the old South Lake is growing in size and activity. It increases its area, not from the day, it is stated, he made an attempt to have internal lites. Travelers who have internal lites is growing in size and activity. It increases its area, not from the day, it is stated, he made an attempt to the day, it is stated, he made an attempt to n prevented It is stated

The Yellow Fever.



Correspondence of the Philadelphia Evening Bulleti READING, Aug. 2, 1969. The following boats from the Union Canal passed in the Schuylkill Canal, bound to Philadelphia, laden a

Brig J Means, Herrick, hence at Boston 2d inst. Brig Evelyn Schweder (NG), Pruetz, hence at Quee town 19th ult.

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THE NATIONAL LIF INSURANCE<sup>1</sup> COMPANY OF THE UNITED STATES OF AMERICA.

-----Chartered by Special Act of Congress. -----Cash Capital, \$1,000,00 ------

Branch Office, Philadelphia. **OFFICERS:** CLARENCE H. CLARK, Philadelphia, President. JAY COOKE, Philadelphia, Chairman Finance a Executive Committee HENRY D. COUKE, Washington, Vice President. EMERSON W. PEET, Philadelphia, Secretary Actuary. RANCIS G. SMITH, M. D., Philadelphia, Medic

Director. . EWING MEARS, M D., Philadelphia, Assista Iedical Director. This Company issued, in the first TEN MONTHS existence,

5,395 POLICIES. INSURING \$15,142,800. 1977 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 -1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 - 1979 -

This Company affords to its Policy-Eolders PERFECT SECURITY y ... Cash paid up Capital of One Million Dollars, guarantees to the insured, by its LOW\_RATES OF PREMIU LARGE DIVIDENDS IN ADVANCE OR A REVERSIONARY DIVIDEND OF 100 P CENT. BY ITS RETURN PREMIUM PLAN.

E. W. CLARK & CO., Bankers, No. 35 South Third Street, Philadelph General Agents for Pennsylvania and South New Jersey. B. S. RUSSELL. Manager

## A TRUNDAL YARADADA WARADADA MARKADADA WARADAYA YARADAYA YARADAYA YARADAYA YARADAYA YARADAYA YARADAYA YARADAYA Y THE DAILY EVENING BULLETIN-PHILADELPHIA, WEDNESDAY, AUGUST 4, 1869.

INSURANCE.

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| 1043.<br>FRANKLIN   |   |
|---|---|
| FIRE INSURANCE COMPANY  |   |
| Acceto on Tonner 1 1980   | 4.<br>∑:<br>≹   |
| Capital   | Ţ   |
| Prenitims   |   |
| Losses Paid Since 1829 Over<br>\$5,500,000.   |   |
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| DIRECTORS.<br>Alfred G. Baker,<br>Sammel Grant,<br>Geo. W. Richards,<br>Mm. S. <u>Grant</u> ,   |   |
| Isaac Lea, Thomas S. Ellis,<br>Geo. Fales, Gustavus S. Benson,<br>ALFRED G. BAKER. President.<br>GEO. FALES, Vice President.  |   |
| THEODORE M. BEGER, Assistant Secretary.<br>fell tde31   |   |
| FA FIRE ASSOCIATION   |   |
| Incorporated March, 27, 1820.   | <br>  |
| INSURE BUILDINGS, HOUSEHOLD FURNITUBE<br>AND MERCHANDISE GENEBALLY FROM<br>LOSS BY FIRE.  |   |
| Assets January 1, 1869,<br>\$1,406,095 08.<br>TRUSTEES:   |   |
| William H. Hamilton,<br>Peter A. Keyser,<br>John Carrow,<br>George I. Young,<br>Kobert Shoemaker,   |   |
| Joseph R. Lyndali, Peter Armbruster,  |   |
| DELAWARE MUTUAL SAFETY IN-  |   |
| Incorporated by the Legislature of Pennsylvania, 1835.  |   |
| Enliadelphia.<br>MARINE INSURANCES<br>On Vessels, Cargo and Freight to all parts of the world.<br>INLAND INSURANCES   |   |
| on Merchandise generally, on Stores, Dwellings<br>Houses. A   |   |
| ASSETS OF THE COMPANY,<br>November 1, 1998.<br>8200.000 United States Fire Fer Cent.Loan,   |   |
| 10-40 5   |   |
| (for Pacific Railroad)  |   |
| 20,000 State of New Jersey Six Per Cent.<br>Loan  |   |
| 25,000 Pennsylvania Railroad. Second<br>Mortgage Six Per Cent. Bonds<br>25,000 Western Pennsylvania Railroad<br>Mortgage Six Per Cent. Bonds  |   |
| 7 000 State of Tennessee Six Per Cent.  |   |
| 15,000 Germantown GasCompany, princi-<br>pal and interest guaranteed by<br>the City of Philadelphia, 300  |   |
| 10,000 Pennsylvania Railroad Company,<br>200 shares stock   |   |
| 20 000 Philadelphia and Southern Mail<br>Steanship Company, Si shares<br>15.000 00  |   |
| 61,109,900 Par. Cost 91 005 01 26 1,130,325 25  |   |
| Real Estate   |   |
| Accrued Interest and other<br>debts due the Company 40,175 88<br>Stock and Scrip of sundry Corpo-   |   |
| rations, 55,150 60. Definited 1,813 00<br>cash in Bank  |   |
| DIRECTORS. N. Ferler  |   |
| Edward Darlington, William C. Ludwig,   |   |
|   |   |
| Henry Sloan, Tables, Brocke, Waltsburgh, U.S. Morgan, Pittsburgh, Tables, January, Jones, January, Jan  |   |
| JOHN C. DAVIS, Vice President.  |   |
| UNITED FIREMEN'S INSURANCE<br>COMPANY OF PHILADELPHIA.  | -   |
| FIRE INSURANCE IN THE CITY OF PHILADEL-   |   |
| OFFICE-No. 723 Arch street, Fourth National Bank<br>Building.   |   |
| Thomas J. Martin,<br>John Hirst,<br>Wm. A. Rolin,<br>James Mougan,<br>James Wood,   |   |
| William Glenn,<br>James Jenner,<br>Alexander T. Dickson,<br>Albert C. Roberts,<br>Billip Fitzpatrick,<br>Dillop Fitzpatrick,  |   |
| WM. A. ROLIN Treas. WM. H. FAGEN. Sec'v.  |   |
|   |   |
| over forty years, continues to insure against does or<br>damage by fire on Public or Private Buildings, either<br>primanently or for a limited time. Also on Furniture,<br>Stocks of Goods, and Merchandise generally, on liberal   |   |
| Their Capital, together with a large Surplus Fund, is<br>invested in the most careful manner, which enables them<br>to offer to the insured an undoubted security in the case   | k   |
| of loss.<br>Daniel Smith, Jr., John Devereux  |   |
| Isaac Hazlehurst, Henry Lewis<br>Thomas Robins, J. Gillingham Fell,<br>Daniel Haddock, Jr.<br>DANIEL SMITH, JR., Presidents<br>WM. G. CROWELL, Sceretary. ap19-ff   |   |
| PANY Office, No. 110 South Fourth street, below   |   |
| "The Fire Insurance Company of the County of And<br>delphia," Incorporated by the Legislature of Pennsylva-   |   |
| This old and reliable institution, with ample capital<br>and contingent fund carefully invested, continues to in-<br>sure buildings, furniture, merchandlao, de., either per-   | ľ   |
| Losses adjusted and paid with all possible despatch.  |   |
|   |   |
| George Mecko, CHARLES J. SUTTER, President.<br>HENRY BUDD, Vice President.<br>BENJAMIN F. HOECKLEY, Secretary and Treasurer.  |   |
| AMERICAN FIRE INSURANCE COM-<br>APANY, incorporated 1810, -Charter perpetual,<br>No. 310 WALNUT, street, above Third, Philadelphia.   |   |
| Having a large pail-up Capital Stock and Surplus in-<br>vested in sound and available Securities, continue to<br>insure on dwellings, stores, furniture, merchandles,<br>vessels in port, and their cargoes, and other personal   |   |
| Thomas R. Maris,<br>John Welsh, Hosses liberally and promptly adjusted.<br>DIRECTORS.<br>Edmund G. Dutilh,<br>Charles W. Poultney,<br>John Welsh,<br>John Welsh,<br>John Welsh,<br>Jane Bardy,<br>Jane Ba |   |
| John V. Charley,<br>John T. Lewis,<br>William W. Paul.<br>THOMAS R. MARIS, President.   |   |
| FAME INSURANCE COMPANY, NO.   |   |
| FIRE INSURANCE EXCLUSIVELY.<br>Insures against Loss or Damage by Fire, either by Per-<br>insures against Loss or Damage by Fire, either by Per-   | 1   |
| Charles Richardson,<br>Wm. H. Rhawn,<br>John Kessler, Jr.,  |   |
| Francis N. Buck,<br>Henry Lewis,<br>Nathan Hilles,<br>George A. West,<br>Date Stokes,<br>John W. Everman,<br>Mordecai Buzby,<br>Bestdart  |   |
|   | FUEL ANSALATION ADDA ADDA ADDA ADDA ADDA ADDA ADDA AD |

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|  | United Sta   | tes 2,000  | 000  |
| 0 00<br>8 70<br>13 43  | Daily Receip   | a ser sere sere to   | 승규는 말을 가지 않는 것이 없다.  |
| . 1  |  | and the second   | .00.00   |
| 1869   | Premiums in  | 88 (영향) 클릭한 것 + 11 (March  |  |
|  | and the second secon  | \$5,665,0  | 75.00  |
| ms<br>s of   | Losses in 186  | 58, \$3,662,4  | 45.00  |
|  | No. 6 Merch  | 化氯化合物 化分子分子 化分子分子  | 1 1 1 1 1 1 1 1  |
| general<br>Second  |  | Philad   |  |
| 633  |  |  | cipisia.   |
|  | THE RELIAN<br>PANY OF PHIL<br>Incorporated in 1841.  | CE INSURANC  |  |
| e31  |  | TAL 8300.000.  | Perpetual.   |
|  | Insures against loss<br>Stores and other Build<br>Furniture: Goods, Wa   | or damage by FIBE,<br>ings, limited or perpet<br>res and Merchandise   | on Houses<br>ual, and or   |
|  | country.   | LY ADJUSTED AND  |  |
| 20.<br>et.   | Invested in the  | following Securities,<br>City Property, well se  |  |
| JBE  | united States Governm  | ient Loans   | \$168,600 0<br>117,000 0   |
|  | Philadelphia City 6 Pe<br>Pennsylvania 83,000,0<br>Pennsylvania Railroad   | r Cent. Loans<br>0 6 Per Cent Loan<br>1 Bonds, First Mortgag<br>ilroad Company's 6 Pe  | - 75,000 0<br>- 30,000 0<br>- 5,000 0  |
|  | Camden and Amboy Re<br>Ceut. Loan  | ulroad Company's 6 Pe  | r<br>  |
|  | Huntingdon and Broa<br>gage Bonds  | l Top 7 Per Cent. Mor  | - 4,560 0<br>- 1,050 0   |
|  | Mechanics' Bank Sto<br>Commercial Bank of 1  | Pennavlvania Stock   | 4,000 0  |
|  | Union Mutual Insurar<br>Reliance Insurance Co<br>Stock   | nce Company 's Stock<br>mpany of Philadelphi   | 8  |
| nt.  | Cash in Bank and on h<br>Worth at Par  | and  |  |
| IN-  | Worth at Par<br>Worth this date at ma  | rket prices  |  |
| 1835.<br>eets,   | n in the second s  | IRECTORS.  |  |
|  | Thomas C. Hill,<br>William Musser,<br>Samuel Bispham,<br>H. L. Carson  | Samuel Casta<br>James T. You<br>James F. Bake  | er,<br>ng,   |
| orld.<br>o all   | Sannet Bispham,<br>H. L. Carson,<br>Wm. Stevenson,<br>Benj. W. Tingley,<br>E   | Isaac F. Bake<br>Christian J. I<br>Samuel B. Th<br>dward Siter   | loffman,<br>omas,  |
|  | E<br>WM. CHUBB, Secreta<br>Philadelpuia, Feb   |  | President.   |
| )<br>J   | ANTHRACI   | TE INSURANC  | 1-tu th s tf<br>E.COM  |
| 00   | A DANY CHADT   | ED DERDETUAL   | · · · · ·  |
| 00 00 0  | ings, either perpetuall<br>Furniture and Merch   | y or for a limited time<br>indise generally.   | , Househol   |
| 00 00  | Office, No. 311 WALN<br>Will insure against<br>ings, eifher perpetual<br>Furniture and Mercha<br>Also, Marine Insu<br>Freights. Inland Ins   | urance on vessels, C<br>urance to all parts of t<br>)IRECTORS.   | he Union   |
| 75 00  | within Esper.  | TGM19 THUC   | 10.1004  |
| 94 00<br>00 00   | William F. Dean,<br>Peter Sieger,<br>WILL  | n, John Ketch<br>J. E. Baum<br>John B. He<br>Samuel H. I<br>IAM ESHER, Preside<br>IAM F. DEAN, Vice<br>retary1 jac   | yl,<br>Rothermel.<br>ent.  |
| 00 00  | WILL<br>WM. M. SMITH, Seci   | IAM F. DEAN, Vice<br>retary. 1 Jan   | President.<br>2 tu th s tf   |
| 00 00  | PANY of Philadel   | phia -Office. No. 24 7   | Jorth Fift   |
| 25 00<br>00 00   | street, near Market st<br>Incorporated by fl<br>Charter perpetual. Ca<br>insurance against Los<br>Private Buildings, Fu  | reet.<br>10 Legislature of Pe<br>upital and Assets. \$160  | nnsylvani<br>5,000.' Mak   |
| 31 25  | insurance against Los<br>Private Buildings, Fu   | s or damage by Fire or<br>rniture, Stocks, Good<br>e terms.  | n Public o<br>s and Me   |
|  | Charter perpetual. Ci<br>insurance agninst Los<br>Private Buildings, Fu<br>chandise, on favorabl<br>Wm. McDaniel,<br>Iarael Peterson,<br>John F. Belsterling,<br>Hanry Tracemper.  | DIRECTORS.<br>Edward P. Moy<br>Frederick Lady  | er :   |
| 00 00  | John F. Belsterling,<br>Henry Troemner,<br>Jacob Schandein,  | Adam J. Glasz,<br>Henry Delany,<br>John Elliott,<br>Christian D. Fr  |  |
| 00 00  |  | Christian D. Fr<br>George E. Fort  | ick,   |
| 00 00  | Frederick Don,<br>Samuel Miller, Will<br>WILLI<br>ISRAF<br>PHILIP E. COLEMA:   | AM MCDANIEL, Pr  | esident:   |
|  | PHILIP E. COLEMA:  | S. Secretary and Treas   | President.   |
| 00 00  |  | Secretary and Treas<br>PERS' GUIDE.  |  |
| 00 00<br>25 25<br>00 00  | SHIPI  |  | IP LIN   |
| 00 00  | SHIP<br>FOR BOST<br>DIRECT, SAILI<br>Wedness   | PERS' GUIDE.<br>ON.—STEAMSH<br>ING FROM EACH PO<br>lay and Saturda   | IP LIN<br>RT EVER<br>Y-  |
| 00 00<br>25 25<br>00 00  | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREM<br>AND LON<br>FROM PINE ADELPI  | PERS' GUIDE.<br>DN.—STEAMSH<br>NG FROM EACH PO<br>lay and Saturda<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA   FROMBE   | IP LIN<br>RT EVER<br><b>y.</b><br>DELPHIA<br>ISTON.  |
| 00 00<br>25 25<br>00 00<br>186 94  | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREM<br>AND LON<br>FROM PINE ADELPI  | PERS' GUIDE.<br>DN.—STEAMSH<br>NG FROM EACH PO<br>lay and Saturda<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA   FROMBE   | IP LIN<br>RT EVER<br><b>y.</b><br>DELPHIA<br>ISTON.  |
| 00 00<br>25 25<br>00 00<br>136 94<br>178 88<br>813 00<br>563 73  | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREM<br>AND LON<br>FROM PINE ADELPI  | PERS' GUIDE.<br>DN.—STEAMSH<br>NG FROM EACH PO<br>lay and Saturda<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA   FROMBE   | IP LIN<br>RT EVER<br><b>y.</b><br>DELPHIA<br>ISTON.  |
| 00 00<br>25 25<br>00 00<br>156 94<br>175 88<br>513 00  | SHIPI<br>TOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>NORMAN, SAINTADELPH<br>AND LON<br>FROM PINLADELPH<br>IDA<br>MAN, Saturday,<br>ARIES, Wednesday,<br>NORMAN, Saturday,<br>ARIES, Wednesday<br>ARIES, Wednesday   | PERS' GUIDE.<br>D. STEAMSH<br>ING FROM EACH PO<br>LAY AND SALARDA<br>ET WHARF, BOSTON<br>HA FROM BA<br>4 ARIES, Wedne<br>1 JANORAAN, Satu<br>1 BANIES, Wedne<br>1 BANIES, Wedne<br>1 BANIES, Wedne<br>2 BANIES, Wedne<br>2 SAXON, Wedi<br>2 SAXON, Wedi<br>2 SORMAN, Satu<br>2 SORMAN, Satu  | IP LIN<br>RT EVER<br>J-<br>DELPHIA<br>SSTON.<br>M.<br>SSTON.<br>M.<br>Inday, 44<br>SSTON, 44<br>S   |
| 00 00<br>25 25<br>00 00<br>136 94<br>178 88<br>813 00<br>563 73  | SHIPI<br>TO R BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>ID A. M.<br>SAXON. Wedneeday,<br>NORMAN, Saturday,<br>SAXON. Wedneeday,<br>NORMAN, Saturday,<br>SAXON. Wedneeday,<br>NORMAN, Saturday,<br>ARIES, Wedneeday<br>ROMAN, Saturday,<br>Theas Steamehips &  | PERS' GUIDE.<br>DN.—STEAMSH.<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA FROM BA<br>4 HARES, Wedne<br>11 SAXON, Wedt<br>11 SAXON, Wedt<br>11 SAXON, Wedt<br>11 SAXON, Wedt<br>11 SAXON, Wedt<br>12 MOIAN, Satu<br>25 SAXON, Wedne<br>25 SAXON, Wedne<br>21 MOIAN, Satu<br>25 SAXON, Wedne<br>21 MOIAN, Satu<br>21 MOIAN, Satu  | IP LIN.<br>RT EVER<br>J-<br>DELPHIA<br>Iston.<br>M.<br>Istay, Aug.<br>Cday, "<br>isday, aug.<br>Isday, "<br>isday, aug.<br>"<br>isday, aug.<br>"<br>isday, aug.<br>"<br>isday, aug.<br>"<br>isday, isday, aug.<br>"<br>isday, "<br>isday, "<br>i |
| 00 00<br>25 25<br>00 00<br>136 94<br>178 88<br>813 00<br>563 73  | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>NO AN<br>FROM PINLADELPH<br>OLAN<br>SAXON, Wednesday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>These Steamblips &<br>every day.<br>Freight forwarded t<br>For Freight or P  | PERS' GUIDE.<br>DSTEAMSH.<br>(NG FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA<br>41 ANTES, Wedne<br>7 ROMAN, Satur<br>41 ANDES, Wedne<br>41 SAXON, Wedr<br>41 SAXON, Wedr<br>42 ROMAN, Satur<br>23 ROMAN, Satur<br>24 ROMAN, Satur<br>25 SAXON, Wedne<br>25 SAXON, Wedne<br>26 SAXON, Wedne<br>27 ROMAN, Satur<br>28 SAXON, Wedne<br>29 SAXON, Wedne<br>29 SAXON, Wedne<br>20 SAXO  | IP LIN.<br>RT EVER<br>y-<br>DELPHIA<br>STON.<br>M.<br>milay, Aug<br>ciay, "<br>isolay, "<br>iso   |
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| 00 00<br>25 25<br>00 00<br>136 94<br>175 88<br>513 00<br>563 73<br>337 90  | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>NO AN<br>FROM PINLADELPH<br>OLAN<br>SAXON, Wednesday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>These Steamblips &<br>every day.<br>Freight forwarded t<br>For Freight or P  | PERS' GUIDE.<br>DSTEAMSH.<br>(NG FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA<br>41 ANTES, Wedne<br>7 ROMAN, Satur<br>41 ANDES, Wedne<br>41 SAXON, Wedr<br>41 SAXON, Wedr<br>42 ROMAN, Satur<br>23 ROMAN, Satur<br>24 ROMAN, Satur<br>25 SAXON, Wedne<br>25 SAXON, Wedne<br>26 SAXON, Wedne<br>27 ROMAN, Satur<br>28 SAXON, Wedne<br>29 SAXON, Wedne<br>29 SAXON, Wedne<br>20 SAXO  | IP LIN.<br>RT EVER<br>y-<br>DELPHIA<br>STON.<br>M.<br>milay, Aug<br>ciay, "<br>isolay, "<br>iso   |
| 00 00<br>25 25<br>00 00<br>136 94<br>178 88<br>813 00<br>563 73  | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>NO AN<br>FROM PINLADELPH<br>OLAN<br>SAXON, Wednesday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>These Steamblips &<br>every day.<br>Freight forwarded t<br>For Freight or P  | PERS' GUIDE.<br>DSTEAMSH.<br>(NG FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA<br>41 ANTES, Wedne<br>7 ROMAN, Satur<br>41 ANDES, Wedne<br>41 SAXON, Wedr<br>41 SAXON, Wedr<br>42 ROMAN, Satur<br>23 ROMAN, Satur<br>24 ROMAN, Satur<br>25 SAXON, Wedne<br>25 SAXON, Wedne<br>26 SAXON, Wedne<br>27 ROMAN, Satur<br>28 SAXON, Wedne<br>29 SAXON, Wedne<br>29 SAXON, Wedne<br>20 SAXO  | IP LIN.<br>RT EVER<br>y-<br>DELPHIA<br>STON.<br>M.<br>milay, Aug<br>ciay, "<br>isolay, "<br>iso   |
| 00 00<br>25 25<br>00 00<br>136 94<br>175 88<br>513 00<br>563 73<br>337 90  | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>NO AN<br>FROM PINLADELPH<br>OLAN<br>SAXON, Wednesday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>These Steamblips &<br>every day.<br>Freight forwarded t<br>For Freight or P  | PERS' GUIDE.<br>DSTEAMSH.<br>(NG FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA<br>41 ANTES, Wedne<br>7 ROMAN, Satur<br>41 ANDES, Wedne<br>41 SAXON, Wedr<br>41 SAXON, Wedr<br>42 ROMAN, Satur<br>23 ROMAN, Satur<br>24 ROMAN, Satur<br>25 SAXON, Wedne<br>25 SAXON, Wedne<br>26 SAXON, Wedne<br>27 ROMAN, Satur<br>28 SAXON, Wedne<br>29 SAXON, Wedne<br>29 SAXON, Wedne<br>20 SAXO  | IP LIN.<br>RT EVER<br>y-<br>DELPHIA<br>STON.<br>M.<br>milay, Aug<br>ciay, "<br>isolay, "<br>iso   |
| 00 00<br>125 25<br>00 '00 '00<br>136 94<br>178 88<br>313 00<br>563 73<br>357 80  | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>NO AN<br>FROM PINLADELPH<br>OLAN<br>SAXON, Wednesday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>These Steamblips &<br>every day.<br>Freight forwarded t<br>For Freight or P  | PERS' GUIDE.<br>DSTEAMSH.<br>(NG FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA<br>41 ANTES, Wedne<br>7 ROMAN, Satur<br>41 ANDES, Wedne<br>41 SAXON, Wedr<br>41 SAXON, Wedr<br>42 ROMAN, Satur<br>23 ROMAN, Satur<br>24 ROMAN, Satur<br>25 SAXON, Wedne<br>25 SAXON, Wedne<br>26 SAXON, Wedne<br>27 ROMAN, Satur<br>28 SAXON, Wedne<br>29 SAXON, Wedne<br>29 SAXON, Wedne<br>20 SAXO  | IP LIN.<br>RT EVER<br>y-<br>DELPHIA<br>STON.<br>M.<br>milay, Aug<br>ciay, "<br>isolay, "<br>iso   |
| 00 00<br>125 25<br>100 00 00<br>100 100<br>100  | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>AND LON<br>FROM PINLABELPH<br>ID A. M.<br>SAXON, Wednesday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>These Steamblips &<br>every day.<br>Freight forwarded t<br>For Freight or P  | PERS' GUIDE.<br>DSTEAMSH.<br>(NG FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA<br>41 ANTES, Wedne<br>7 ROMAN, Satur<br>41 ANDES, Wedne<br>41 SAXON, Wedr<br>41 SAXON, Wedr<br>42 ROMAN, Satur<br>23 ROMAN, Satur<br>24 ROMAN, Satur<br>25 SAXON, Wedne<br>25 SAXON, Wedne<br>26 SAXON, Wedne<br>27 ROMAN, Satur<br>28 SAXON, Wedne<br>29 SAXON, Wedne<br>29 SAXON, Wedne<br>20 SAXO  | IP LIN.<br>RT EVER<br>y-<br>DELPHIA<br>STON.<br>M.<br>milay, Aug<br>ciay, "<br>isolay, "<br>iso   |
| 00 00<br>125 25<br>00 00<br>166 94<br>178 88<br>133 00<br>563 73<br>557 80<br>1157   | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>IO A. M.<br>SAXON. Wedneeday.<br>NORMAN, Saturday.<br>ROMAN, Saturday.<br>ROMAN, Saturday.<br>NORMAN, Saturday.<br>ROMAN, Saturday.<br>NORMAN, Saturday.<br>ROMAN, Saturday.<br>These Steamships &<br>every day.<br>Freight forwarded t<br>Freight or P<br>apply to :<br>DHILADELPH<br>NORFOLK STIT<br>THROUGH FREIGH<br>EVERY SATURDAY<br>Uset yis Virginia and<br>mod and Danville R<br>Freight HANDLED<br>RATES THAN ANY<br>The regularity.saft<br>commend it to the pub-<br>foc carrying overy des   | PERS' GUIDE.<br>DNSTEAMSH<br>(NG FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA HATES, Wedn<br>HISAXON, Wedt<br>HISAXON, Wedt<br>21 ROMAN, Satur<br>21 ROMAN, Satur<br>21 SAXON, Wedt<br>22 SAXON, Wedn<br>23 SONGMAN, Satur<br>23 SONGMAN, Satur<br>HENRY WINSON<br>HENRY WINSON<br>HENRY WINSON<br>AMSHIP LINE.<br>TAIR LINE TO<br>HAND WEST.<br>HAND WEST.<br>AND WEST.<br>AND WEST.<br>AND KEST.<br>HAR ET Street.<br>Sto all points in Now FIN<br>MARKET Street.<br>Sto all points in Nor FINS.<br>MARKET Street.<br>Sto all points in Nor FINS.<br>MARKET Street.<br>Sto all points in Nort HAND<br>MARKET Street.<br>Sto all points in Nort HAND<br>HUTONCE, and taker<br>OTHER LINE.<br>Sto all cheapness of MAND  | IP LIN.<br>RT EVER<br>y-<br>DELPHIA<br>STON.<br>M.<br>milay, Aug<br>ciay, "<br>isolay, "<br>iso   |
| 00 00<br>125 25<br>100 00<br>100 00<br>100 100<br>100 100  | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>ID A. M.<br>SAXON. Wedneeday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>ROMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>These Steamships &<br>every day.<br>Freight forwarded t<br>For Freight or P<br>apply to<br>DHILADELPH<br>NORFOLK STIT<br>THROUGH FREIGH<br>EVERY SATURDAY<br>Usets via Virginia and<br>mod and Danville RA<br>Freight HANDLED<br>RATES THAN-ANY<br>The regularity, shift<br>commend it to the public<br>for carrying overy des<br>No RAGE STIGNARD  | PERS' GUIDE.<br>DNSTEAMSH<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA F, BOSTON<br>HA STER, Wedne<br>'' 71 ROMAN, Satu<br>'' 71 ROMAN, Satu<br>'' 11 SAXON, Wedn<br>'' 11 SAXON, Wedn<br>'' 21 ROMAN, Satu<br>'' 21 ROMAN, Satu<br>''' 21 ROMAN, Satu<br>'''' 21 ROMAN, Satu<br>''''''''''''''''''''''''''''''''''''   | IP LIN.<br>RT EVER<br>JETON.<br>M.<br>STON.<br>M.<br>Salay, Aug.<br>Carlay, "<br>Solary, "<br>S   |
| 00 00<br>125 25<br>00 00<br>166 94<br>178 88<br>133 00<br>563 73<br>557 80<br>1157   | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>ID A. M.<br>SAXON. Wedneeday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>ROMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>These Steamships &<br>every day.<br>Freight forwarded t<br>For Freight or P<br>apply to<br>DHILADELPH<br>NORFOLK STIT<br>THROUGH FREIGH<br>EVERY SATURDAY<br>Usets via Virginia and<br>mod and Danville RA<br>Freight HANDLED<br>RATES THAN-ANY<br>The regularity, shift<br>commend it to the public<br>for carrying overy des<br>No RAGE STIGNARD  | PERS' GUIDE.<br>DNSTEAMSH<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA F, BOSTON<br>HA STER, Wedne<br>'' 71 ROMAN, Satu<br>'' 71 ROMAN, Satu<br>'' 11 SAXON, Wedn<br>'' 11 SAXON, Wedn<br>'' 21 ROMAN, Satu<br>'' 21 ROMAN, Satu<br>''' 21 ROMAN, Satu<br>'''' 21 ROMAN, Satu<br>''''''''''''''''''''''''''''''''''''   | IP LIN.<br>RT EVER<br>JETON.<br>M.<br>STON.<br>M.<br>Salay, Aug.<br>Carlay, "<br>Solary, "<br>S   |
| 00 00<br>125 25<br>100 00<br>100 00<br>100 100<br>100 100  | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINLADELPH<br>SAXON. Wedneeday.<br>NORMAN, Saturday.<br>NORMAN, Saturday.<br>NORMAN, Saturday.<br>NORMAN, Saturday.<br>These Steamships &<br>every day.<br>Freight forwarded t<br>For Freight or P<br>apply to<br>DHILADELPH<br>NORFOLK STI<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH RATES<br>Carolina via Saboar<br>Portsmonth, and to<br>West yis Virginia and<br>mod and Danville RA<br>TATES THAN ANY<br>The regularity, saft<br>commend it to the pub-<br>for carrying every des<br>No tage for comm-<br>transfer.<br>Steamships insure a<br>Freight Peccived DA<br>No. 12 South Whary<br>W. P. PORTER, AA<br>T. P. CROWELL &<br>PHILADELPH<br>MAIL STEAM   | PERS' GUIDE.<br>DSTEAMSH.<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA HATES, Wedn<br>HISAXON, Wedin<br>21 ROMAN, Satur<br>11 SAXON, Wedin<br>21 ROMAN, Satur<br>21 SOAXON, Wedin<br>22 SOAXON, Wedin<br>23 SOATON, Wedin<br>23 SOATON WORMAN, Satur<br>12 SOAXON, Wedin<br>23 SOATON WORMAN, Satur<br>23 SOATON WORMAN, Satur<br>14 SAXON, Wedin<br>23 SOATON WORMAN, Satur<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>15 SAXON, Wedin<br>14 SAXON, Wedin<br>15 SAXON, Wedin<br>15 SAXON, Wedin<br>15 SAXON, Wedin<br>15 SAXON, Wedin<br>16 SAXON, Wedin<br>16 SAXON, Wedin<br>17 AIR LINE TO T<br>18 SATILIZAN<br>18 SAXON, WEDIN<br>19 SAXON, WEDIN<br>10 SAXON, SAXON, WEDIN<br>10 SA   | IP LIN.<br>RT EVER<br>STON.<br>M.<br>Salay, Aug.<br>Salay, Aug.<br>Sa   |
| 00 00<br>125 25<br>100 00<br>100 00<br>100 100<br>100 100  | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINLADELPH<br>SAXON. Wedneeday.<br>NORMAN, Saturday.<br>NORMAN, Saturday.<br>NORMAN, Saturday.<br>NORMAN, Saturday.<br>These Steamships &<br>every day.<br>Freight forwarded t<br>For Freight or P<br>apply to<br>DHILADELPH<br>NORFOLK STI<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH RATES<br>Carolina via Saboar<br>Portsmonth, and to<br>West yis Virginia and<br>mod and Danville RA<br>TATES THAN ANY<br>The regularity, saft<br>commend it to the pub-<br>for carrying every des<br>No tage for comm-<br>transfer.<br>Steamships insure a<br>Freight Peccived DA<br>No. 12 South Whary<br>W. P. PORTER, AA<br>T. P. CROWELL &<br>PHILADELPH<br>MAIL STEAM   | PERS' GUIDE.<br>DSTEAMSH.<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA HATES, Wedn<br>HISAXON, Wedin<br>21 ROMAN, Satur<br>11 SAXON, Wedin<br>21 ROMAN, Satur<br>21 SOAXON, Wedin<br>22 SOAXON, Wedin<br>23 SOATON, Wedin<br>23 SOATON WORMAN, Satur<br>12 SOAXON, Wedin<br>23 SOATON WORMAN, Satur<br>23 SOATON WORMAN, Satur<br>14 SAXON, Wedin<br>23 SOATON WORMAN, Satur<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>14 SAXON, Wedin<br>15 SAXON, Wedin<br>14 SAXON, Wedin<br>15 SAXON, Wedin<br>15 SAXON, Wedin<br>15 SAXON, Wedin<br>15 SAXON, Wedin<br>16 SAXON, Wedin<br>16 SAXON, Wedin<br>17 AIR LINE TO T<br>18 SATILIZAN<br>18 SAXON, WEDIN<br>19 SAXON, WEDIN<br>10 SAXON, SAXON, WEDIN<br>10 SA   | IP LIN.<br>RT EVER<br>STON.<br>M.<br>Salay, Aug.<br>Salay, Aug.<br>Sa   |
| 00 00<br>125 25<br>100 00<br>100 00<br>100 100<br>100 100  | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>AND LON<br>FROM PINLADELPH<br>NORMAN, Saturday,<br>ARIES, Wednesday,<br>NORMAN, Saturday,<br>ARIES, Wednesday,<br>NORMAN, Saturday,<br>These Steamships &<br>crey day.<br>These Steamships &<br>crey day.<br>PHILADELPH<br>NORFOLK STR<br>THROUGH FREIGH<br>EVERY SÁTURDAY<br>above<br>THROUGH FREIGH<br>EVERY SÁTURDAY<br>The regularity, soft<br>contange for comme<br>radius to the pub-<br>for carrying every des<br>No charge for comme<br>The GRUMENT, Staturday,<br>The regularity, soft<br>contange for comme<br>radius to the pub-<br>for carrying every des<br>No charge for comme<br>Transft, Senth Wharry<br>No charge for comme<br>No charge for comme<br>The JUNIATA wI<br>HULADELPH<br>MAIL STEAM   | PERS' GUIDE.<br>DNSTEAMSH<br>ING FROM EACH PO<br>lay 'and Saturda;<br>ET WHARF, BOSTON<br>HALL FROM BACH PO<br>G WHARF, BOSTON<br>HALL FROM BACH<br>'' 7 ROMAN, Satur<br>'' 7 ROMAN, Satur<br>'' 1 ROMAN, Satur<br>'' 1 ROMAN, Satur<br>'' 1 ROMAN, Satur<br>'' 1 ROMAN, Satur<br>'' 21 ROMAN, Satur   | IP LIN.<br>RT EVER<br>DELPHIA<br>STON.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>Ston.<br>Ston.<br>M.<br>Ston.<br>Ston.<br>M.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.   |
| 00 00<br>125 25<br>00 00<br>126 94<br>178 88<br>133 00<br>563 73<br>178 88<br>133 00<br>563 73<br>10<br>563 73<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10   | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREN<br>AND LON<br>FROM PINE STREN<br>IO A.M.<br>SAXON.Wednesday,<br>NORMAN, Saturday,<br>ARIES, Wednesday,<br>ROMAN, Saturday,<br>ROMAN, Saturday,<br>ROMAN, Saturday,<br>ROMAN, Saturday,<br>ROMAN, Saturday,<br>These Steamships<br>every day<br>Freight forwarded t<br>For Freight or P<br>apply to '<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>The regularity, saft<br>commend it to the pub<br>No. 12 South Whart<br>W. P. PORTER, A.<br>T. F. CROWELL &<br>THILADELPH<br>MAIL STEAMAN, AUGUAT,<br>THAN SATURDAY<br>The regularity, saft<br>commend it to the pub<br>No. 12 South Whart<br>W. P. PORTER, A.<br>T. CROWELL &<br>THILADELPH<br>MAIL STEAM<br>LINES, FROM QUE<br>The JUNIATA WI<br>HAVANA, AUGUAT, WI<br>HAVANA, MUBAT   | PERS' GUIDE.<br>DNSTEAMSH<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HA F, BOSTON<br>HI SAXON, Wedt<br>HI SANON, Wedt<br>HE NRY WINSON<br>ASS South Delawa<br>ILO MAN, SAT<br>HE NRY WINSON<br>AND WEST  | IP LIN.<br>RT EVER<br>RT EVER<br>STON.<br>M.<br>Salary, Aug.<br>Salary, Aug.<br>Salary   |
| 00 00<br>1225 25<br>00 00<br>136 94<br>178 88<br>133 00<br>563 73<br>177 80<br>1337 80<br>147 80   | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>ON AN<br>SAXON. Wednesday.<br>NORMAN, Saturday.<br>ARIES. Wednesday.<br>ROMAN, Saturday.<br>ARIES. Wednesday.<br>NORMAN, Saturday.<br>ARIES. Wednesday.<br>NORMAN, Saturday.<br>These Steamships &<br>ercry day.<br>Fright forwarded the<br>For Freight or P<br>apply to<br>PHILADELPH<br>NORFOLK STR<br>THROUGH FREIGH<br>EVERY SATURDAY<br>above<br>THROUGH FREIGH<br>FOR THANDLED<br>THROUGH BATSS<br>Carolina via Seaboar:<br>Portsmouth, and to L<br>West via Virginia an<br>mod and Danville far<br>Freight HANDLED<br>The regularity.saff<br>commend it to the public<br>for carrying every des<br>No charge for comm<br>Tanset.<br>Steamships insure a<br>Freight Frecoived DA<br>No. 12 Sonth Wharry<br>W. PORTER, AA<br>T. F. CROWELL &<br>The JUNIATA will<br>HLADELPH<br>MALE STEAM<br>UNES, FROM QUE<br>The JUNIATA will<br>The JUNIATA will<br>The TONAWAND?<br>Saturday. Aug. J.  | PERS' GUIDE.<br>DNSTEAMSH<br>ING FROM EACH PO<br>lay and Saturday<br>ET WHARF, BOSTON<br>HA FROM EACH PO<br>G WHARF, BOSTON<br>HA FROM EACH PO<br>Aug. 41 ARES, Wedne<br>" 71 ROMAN, Satur<br>" 11 SAXON, Wedi<br>" 21 ROMAN, Satur<br>" 21 ROMAN, Satur   | IP LIN.<br>RT EVER<br>DELPHIA<br>STON.<br>M.<br>STON.<br>M.<br>Star, Aug.<br>Carlay, "<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"<br>Stor,"   |
| 00 00<br>125 25<br>00 00<br>126 25<br>178 88<br>133 00<br>563 73<br>178 88<br>133 00<br>563 73<br>178 88<br>133 00<br>563 73<br>178 88<br>133 00<br>563 73<br>107 8<br>107 8<br>10 | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>NORAN, SHIPIADELPH<br>SAXON, Wednesday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>NORMAN, Saturday,<br>These Steamships &<br>every day.<br>Freight forwarded t<br>For Freight or P<br>apply to<br>DHILADELPH<br>NORFOLK STI<br>THROUGH FREIGH<br>EVERY SATURDAY<br>Wednesday<br>THROUGH FREIGH<br>EVERY SATURDAY<br>The regularity, shi<br>fromma via Saaboar<br>Portsmouth, and to L<br>West yia Virginia and<br>mod and Danville RA<br>TES THAN ANY<br>The regularity, shi<br>for carrying every des<br>No L2 South Whary<br>W P. PORTER, AA<br>T. P. CROWELL &<br>DHILADELPH<br>MAIL STEAMAN ANY<br>The regularity, shi<br>for carrying every des<br>No charge for comm<br>transfer.<br>Steamships insure a<br>Freight Feedived DA<br>No. 12 South Whary<br>W P. PORTER, AA<br>T. P. CROWELL &<br>The INNATA will<br>HAVANA, August , atts<br>The ONAWANDA<br>Saturday, Ang. 14, and<br>The ONAWANDA<br>Saturday, Ang. 14, and<br>The on NAMANDER  | PERS' GUIDE.<br>DSTEAMSH.<br>(NG FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA FROM EACH PO<br>1 (1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990)<br>(1990) | IP LIN.<br>RT EVER<br>JEDELPHIA<br>STON.<br>M.<br>Salay, Aug.<br>Salay, Aug.<br>Sala   |
| 00 00<br>125 25<br>00 00<br>126 25<br>178 88<br>133 00<br>563 73<br>178 88<br>133 00<br>563 73<br>80<br>563 73<br>80<br>57<br>57<br>57<br>57<br>57<br>57<br>57<br>57<br>57<br>57   | SHIPI<br>FOR BOST<br>DIRECT, SAILJ<br>Wedness<br>FROM PINE STREJ<br>AND LON<br>FROM PINE STREJ<br>NORAN, SHIPLADELPH<br>NORAN, SHIPLADELPH<br>NORAN, SAILTADY,<br>NORMAN, SAILTADY,<br>NORMAN, SAILTADY,<br>NORMAN, SAILTADY,<br>NORMAN, SAILTADY,<br>NORMAN, SAILTADY,<br>NORMAN, SAILTADY,<br>These Steamships &<br>every day.<br>Freight forwarded t<br>For Freight or P<br>apply to<br>DHILADELPH<br>NORFOLK STI<br>THROUGH FREIGH<br>EVERY SATURDAY<br>Wednesdown<br>THROUGH FREIGH<br>EVERY SATURDAY<br>The regularity, shi<br>for carrying overy des<br>No and Danyillo RA<br>TES THAN AND<br>Standards Insure a<br>No. 12 South Whary<br>W. P. PORTER, AA<br>The J. South Whary<br>W. P. PORTER, AA<br>T. C. CROWELL &<br>DHILADELPH<br>MAIL STEAMANANY<br>The regularity, shi<br>for carrying overy des<br>No charge for comm<br>transfer.<br>Steamships insure a<br>Freight Feedived DA<br>No. 12 South Whary<br>W. P. PORTER, AA<br>T. P. CROWELL &<br>The JUNIATA will<br>HAVANA, August , atts<br>The ONAWANDA<br>Saturday, Ang. 14, an<br>The ONAWANDA<br>Saturday, Ang. 14, and<br>The ONAWANDA<br>Saturday, Ang. 14, and<br>The on NAWANDA<br>Saturday, Ang. 14, and<br>The ONAWANDA<br>Saturday, Ang. 14, and<br>The ONAWANDA<br>Saturday and 14 on   | PERS' GUIDE.<br>DNSTEAMSH.<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA F, BOSTON<br>HI SAXON, Wedt<br>HI SONAN, Satur<br>1 SANDAN, Satur<br>2 DIANA, RUCHMON<br>CAMSHIP LINE.<br>3 DIAN LINE TO<br>TAND WEST.<br>2 DIANANA<br>AND WEST.<br>3 DIANANA<br>AND WEST.<br>3 DIANANANA<br>1 A, RUCHMON<br>CAMSHIP LINE.<br>3 DIANANANA<br>1 AND WEST.<br>1 DIANANANA<br>1 AND WEST.<br>1 DIANANANANANANANANANANANANANANANANANANAN  | IP LIN.<br>RT EVER<br>STOP<br>DELPHIA<br>STON.<br>M.<br>Salay, Aug.<br>Salay, Aug.   |
| 00 00<br>1225 25<br>00 00<br>136 94<br>175 88<br>133 00<br>563 73<br>177 80<br>513 00<br>563 73<br>517 80<br>517 80  | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>SAXON. Wedneeday.<br>NORMAN, Saturday.<br>ARIES. Wedneeday.<br>NORMAN, Saturday.<br>ARIES. Wedneeday.<br>These Steamships<br>every day.<br>Freight forwarded t<br>Froight forwarded t<br>Froight forwarded t<br>Freight forwarded t<br>Froight forwarded t<br>BUD SATURDAY<br>BUD SATURDAY<br>NORFOLK STI<br>THROUGH FREIGH<br>Froight HANDLED<br>RATES THAN ANY<br>The regularity.ssf<br>commend it to the pub<br>for carrying overy dee<br>No charge for comm<br>ransfer.<br>Steamships insure a<br>Freight received DA<br>No. 12 South Whary<br>W. P. PORTER, AN<br>The JUNIATA wi<br>HAVANA, August 7.<br>The PIONEER will<br>Saturday. Ang. 15, at 8<br>Though Dills of Iad<br>For ineight or puess<br>WILLIA<br>WILLIA   | PERS' GUIDE.<br>DSTEAMSH<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA IF ROAD<br>G WHARF, BOSTON<br>HA IF ROAD<br>HAN AND SOTON<br>HA IF ROAD<br>HAN AND<br>HISANISHIP LINE.<br>TAUS AND HOLANN<br>HISANIFI LINE TO TA<br>AUS HOLAN, SATU<br>HISANIFI LINE TO TA<br>AUS HOLAN, SATU<br>HISANIFI LINE TO TA<br>AUS HOLAN, SATU<br>HISANIFI LINE TO TA<br>AUS HOLAN, SATU<br>HISAN WINSOIS<br>AUS HOLAN, SATU<br>HISAN HIP LINE.<br>TAIR LINE TO TA<br>AND WEST<br>AT ALLINE TO TA<br>AND WEST<br>AUS HOUSE AND HOLAN<br>HISAN CLANE AND SO<br>HIC HANGE STREAL<br>HIGH AND SO<br>SHIP COMPANYS<br>IN LILAN P. CLY<br>WILLIAM SOL<br>SHIP COMPANYS<br>IN SULFON NEW ON<br>A WILSAIL FOR NEW ON<br>A WILSAIL FOR NEW<br>A.M.<br>WILSIAM FOR SAV<br>HAND SOUNT TIME<br>ISO SOUTH TIME SAV<br>ISO SOUTH  | IP LIN.<br>RT EVER<br>STOP<br>DELPHIA<br>STON.<br>M.<br>Salay, Aug.<br>Salay, Aug.   |
| 00 00<br>125 25<br>00 00<br>126 25<br>178 88<br>133 00<br>563 73<br>178 88<br>133 00<br>563 73<br>80<br>563 73<br>80<br>57<br>57<br>57<br>57<br>57<br>57<br>57<br>57<br>57<br>57   | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINLABELPI<br>NORMAN, Saturday,<br>ARIES, Wednesday,<br>ROMAN, Saturday,<br>ARIES, Wednesday,<br>NORMAN, Saturday,<br>ARIES, Wednesday<br>Check Steamships &<br>crety day<br>Freight forwarded t<br>Freight forwarded t<br>Freight for Breight or P<br>apply to<br>PHILADELPH<br>NORFOLK STR<br>THROUGH FREIGH<br>EVERY SÁTURDAY<br>above<br>THROUGH FREIGH<br>EVERY SÁTURDAY<br>ARIES, THAN AND LED<br>RATES THAN AND THE<br>REQUILITY, SATURDAY<br>The regularity, saft<br>commend it to the pub<br>for carrying overy des<br>No charge for comm<br>Transfer,<br>Steamships Insure a<br>Freight Freceived DA<br>No. 12 South Wharv<br>W. P. PORTER, AM<br>T. P. CROWELL &<br>The JUNIATA will<br>Saturday, Ang. 15, at 8<br>Through bills of Ind<br>Saturday, Ang. 15, at 8<br>Tor freight or pussion<br>BILLS of LADING S<br>FO R LIV<br>WILLIA   | PERS' GUIDE.<br>DNSTEAMSH<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, BOSTON<br>HA FROM EACH PO<br>Aug. 4 ARTES, Wedne<br>G WHABF, BOSTON<br>HA FROM<br>HA FROM<br>HARF, BOSTON<br>HA FROM<br>HARF, BOSTON<br>HARF, BOSTON<br>HARF, BOSTON<br>HARF, BOSTON<br>HARF, BOSTON<br>HISANDAN, Satur<br>HISANDAN, Wedt<br>HISANDAN, Satur<br>HISANDAN, SATUR<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN<br>HISANDAN  | IP LIN.<br>RT EVER<br>DELPHIA<br>STON.<br>M.<br>Star, Aug.<br>Ston.<br>M.<br>Star, Aug.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>Ston.<br>M.<br>Ston.<br>M.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>Ston.<br>St   |
| 00 00<br>122 52 5<br>00 00<br>125 53<br>175 58<br>175 58<br>177 60<br>177 60   | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>SAXON. Wedneeday.<br>NORMAN, Saturday.<br>ARIES. Wedneeday.<br>NORMAN, Saturday.<br>ARIES. Wedneeday.<br>These Steamships<br>erry day.<br>Freight forwarded t<br>For Freight or P<br>PHILADELPH<br>NORFOLK STI<br>THROUGH FREIGH<br>EVERY SATURDAY<br>above<br>THROUGH FREIGH<br>EVERY SATURDAY<br>Wedy virgtuin an<br>mood and Danville fu<br>Freight freeduwing above<br>THROUGH RATES<br>THROUGH FREIGH<br>Froight Freight or p<br>RATES THAN ANY<br>The regularity.ssf<br>commend it to the pul<br>for carrying overy dee<br>No. charge for comm<br>ransfer.<br>Steamships insure a<br>Freight received DA<br>No. 12 South Whary<br>W. P. PORTER, AA<br>T. P. GOWELL &<br>The JUNIATA. wi<br>The JUNIATA.<br>The PIONEER will<br>Saturday. Ang. 15, at 8<br>Thorough of pairs sou<br>BILLS of LADING S<br>For freight or puss<br>For freight or puss<br>Star The VILLIA  | PERS' GUIDE.<br>DSTEAMSH<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>G WHARF, BOSTON<br>HA IF FROME<br>TROME<br>TROME<br>Aug. 4 ARIES, Wedne<br>TROMAN, Satur<br>1 SANN, Wedt<br>1 SANN, Wedt<br>1 SANN, Wedt<br>1 SANN, Wedt<br>1 SANN, Wedt<br>2 SANN, WENSOL<br>2 SANN, WEN   | IP LIN.<br>RT EVER<br>ST WHAR<br>ANNAH<br>ANNAH<br>CON, N. C.,<br>Sago ticke<br>T. WHAR<br>ANNAH<br>CON, N. C.,<br>Sago ticke<br>T. WHAR<br>Agent,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Street,<br>Stree   |
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| 00 00<br>125 25<br>175 88<br>175 88<br>177 80<br>175 88<br>177 80<br>177 80  | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINE STREI<br>AND LON<br>FROM PINLADELPH<br>NORMAN, Saturday,<br>ARIES, Wedneeday,<br>ARIES, Wedneeday,<br>ARIES, Wedneeday,<br>ARIES, Wedneeday,<br>ROMAN, Saturday,<br>ARIES, Wedneeday<br>ROMAN, Saturday,<br>ARIES, Wedneeday<br>ROMAN, Saturday,<br>ARIES, Wedneeday<br>ROMAN, Saturday,<br>BARN, Saturday,<br>ARIES, Wedneeday<br>ROMAN, Saturday,<br>ARIES, Wedneeday<br>Theore Steamships<br>Comparison of the Second<br>RATES THANANY<br>The TEQUIARITY, Saturday,<br>ARIES, FROM QUE<br>THAOUGH FREIGH<br>COMMEND, ANG. 25<br>No charge for commend<br>the JUNIATA will<br>BARDELPH<br>MAIL STEAM<br>No. 12 South Wharv<br>W. P. PORTER, AA<br>T. P. CROWELL'A<br>The JUNIATA will<br>AND, 25<br>South WARA, August 7,<br>The JUNIATA will<br>Saturday, Ang. 15, at 8<br>For freight or passa<br>For freight or passa<br>BILLS of LADING SU<br>BILLS of LADING SU<br>BILLS of LADING SU<br>BILLS OF ALDING SU<br>BILLS OF ALDING SU<br>FOR LIV<br>MAYARA, AUGUST (<br>The YOR LIV<br>STEAMEDATION<br>MAYARE AND, ASSU<br>MAYARE AND<br>STEAMEDAT COMULA<br>FOR R LIV<br>STEAMEDAT COM<br>NO. 12 South Wharv<br>WILLIA<br>FOR R LIV<br>STEAMEDAT COM<br>STEAMEDAT COM<br>STEAMEDAT COM<br>STEAMEDAT COM<br>STEAMEDAT COM<br>The CHEAPEST an<br>MAYARE AND, ASSU   | PERS' GUIDE.<br>DNSTEAMSH<br>ING FROM EACH PO<br>lay 'and Saturda;<br>ET WHARF, BOSTON<br>HA 'FROME<br>G WHABF, BOSTON<br>HA 'FROME<br>Aug. 4 ARTES, Wedne<br>'TROMAN, Satur<br>''TROMAN, Satur<br>''TROMAN, Satur<br>''TROMAN, Satur<br>''TROMAN, Satur<br>''TROMAN, Satur<br>''TROMAN, Satur<br>''TROMAN, Satur<br>''TROMAN, Satur<br>''SROMAN, Satur<br>'''SROMAN, Satur<br>''''''''''''''''''''''''''''''''''''   | IP LIN.<br>RT EVER<br>PELPHIA<br>STON.<br>M.<br>STON.<br>M.<br>Star, Aug.<br>Star, Aug.<br>Star, Aug.<br>Star, Aug.<br>Star, Aug.<br>Star, Aug.<br>Star, Aug.<br>Star, Star, Star, Star,<br>Star, Star, Star, Star,<br>Star, Star,<br>Star,<br>Star, Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,<br>Star,   |
| 00 00<br>125 25<br>126 25<br>1275 88<br>1275 88<br>1276 88   | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREN<br>AND LON<br>FROM PINLASELIN<br>SAXON. Wednesday,<br>NORMAN, Saturday,<br>ARLES, Wednesday,<br>NORMAN, Saturday,<br>ARLES, Wednesday,<br>These Steamships<br>CTP Taylor<br>Freight forwarded F<br>For Freight or Warded<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>FREIGH HANDLED<br>RATES THAN ANY<br>The regularity, saft<br>commend it to the pub<br>for carrying overy des<br>No. charge for commend<br>transfer.<br>Steamships insure a<br>Freight received DA<br>No. 12 South Whary<br>W. P. ORTER, AN<br>The JUNIATA will<br>The JUNIATA will<br>Friday, Aug. 18, at8<br>Through bills of the<br>Steamships insure a<br>The JUNIATA will<br>The JUNIATA, will<br>The JUNIATA, will<br>Saturday, Ang. 18, at8<br>Through bills of the<br>Steamships insure a<br>The JUNIATA will<br>The JUNIATA will<br>Friday, Aug. 18, at8<br>Through bills of the<br>Steamships insure a<br>The JUNIATA will<br>Saturday, Ang. 18, at8<br>Through bills of the<br>Steamstered, source<br>Steamstered, source<br>Steamships insure a<br>The JUNIATA will<br>Saturday, Ang. 18, at8<br>Through bills of the<br>Steamstered, source<br>Steamstered, source<br>Steamstere   | PERS' GUIDE.<br>DSTEAMSH<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>GWHABF, BOSTON<br>HA FROM EACH PO<br>HAW, HARF, BOSTON<br>HA FROM<br>HARF, BOSTON<br>HA FROM<br>HARF, BOSTON<br>HA FROM<br>HARF, BOSTON<br>HA HARES, Wedne<br>' 7180MAN, Satur<br>'' 180MAN, Satur<br>'' 180MAN, Satur<br>'' 180MAN, Satur<br>'' 180MAN, Satur<br>'' 2180MAN, Satur<br>''''' 2180MAN, Satur<br>''''''''''''''''''''''''''''''''''''   | IP LIN.<br>RT EVER<br>PLIPHIA<br>STON.<br>M.<br>Salay, Aug.<br>Salay,   |
| 00 00<br>125 25<br>10 00<br>10 00   | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREN<br>AND LON<br>FROM PINLASELIN<br>SAXON. Wednesday,<br>NORMAN, Saturday,<br>ARLES, Wednesday,<br>NORMAN, Saturday,<br>ARLES, Wednesday,<br>These Steamships<br>CTP Taylor<br>Freight forwarded F<br>For Freight or Warded<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>FREIGH HANDLED<br>RATES THAN ANY<br>The regularity, saft<br>commend it to the pub<br>for carrying overy des<br>No. charge for commend<br>transfer.<br>Steamships insure a<br>Freight received DA<br>No. 12 South Whary<br>W. P. ORTER, AN<br>The JUNIATA will<br>The JUNIATA will<br>Friday, Aug. 18, at8<br>Through bills of the<br>Steamships insure a<br>The JUNIATA will<br>The JUNIATA, will<br>The JUNIATA, will<br>Saturday, Ang. 18, at8<br>Through bills of the<br>Steamships insure a<br>The JUNIATA will<br>The JUNIATA will<br>Friday, Aug. 18, at8<br>Through bills of the<br>Steamships insure a<br>The JUNIATA will<br>Saturday, Ang. 18, at8<br>Through bills of the<br>Steamstered, source<br>Steamstered, source<br>Steamships insure a<br>The JUNIATA will<br>Saturday, Ang. 18, at8<br>Through bills of the<br>Steamstered, source<br>Steamstered, source<br>Steamstere   | PERS' GUIDE.<br>DSTEAMSH<br>ING FROM EACH PO<br>lay and Saturda;<br>ET WHARF, PHILA<br>GWHABF, BOSTON<br>HA FROM EACH PO<br>HAW, HARF, BOSTON<br>HA FROM<br>HARF, BOSTON<br>HA FROM<br>HARF, BOSTON<br>HA FROM<br>HARF, BOSTON<br>HA HARES, Wedne<br>' 7180MAN, Satur<br>'' 180MAN, Satur<br>'' 180MAN, Satur<br>'' 180MAN, Satur<br>'' 180MAN, Satur<br>'' 2180MAN, Satur<br>''''' 2180MAN, Satur<br>''''''''''''''''''''''''''''''''''''   | IP LIN.<br>RT EVER<br>PLIPHIA<br>STON.<br>M.<br>Salay, Aug.<br>Salay,   |
| ou ou<br>225 25<br>300 00<br>125 25<br>300 00<br>126 34<br>178 88<br>313 00<br>563 73<br>563 74<br>563 74  | SHIPI<br>FOR BOST<br>DIRECT, SAILI<br>Wedness<br>FROM PINE STREN<br>AND LON<br>FROM PINLASELIN<br>SAXON. Wedneeday.<br>NORMAN, Saturday.<br>ARIES. Wedneeday.<br>ROMAN, Saturday.<br>ARIES. Wedneeday.<br>These Steamships<br>erry day.<br>Freight forwarded t<br>For Freight or Warded t<br>For Freight or Warded t<br>For Freight or Warded t<br>FOR FREIGH<br>EVERY SATURDAY<br>WORFOLK STR<br>THROUGH FREIGH<br>EVERY SATURDAY<br>Through FREIGH<br>EVERY SATURDAY<br>THROUGH FREIGH<br>Freight HANDLED<br>RATES THAN ANY<br>The regularity.ssf<br>commend it to the pul<br>for carrying overy des<br>No. charge for commend<br>the JUNIATA will<br>Freight Freceived DA<br>No. 12 South Wharv<br>W. P. PORTER, AN<br>The JUNIATA.<br>The JUNIATA.<br>The JUNIATA.<br>The JUNIATA.<br>The JUNIATA.<br>The TONAWAND.<br>Saturday. Ang. 15, at 8<br>Through bills of La<br>Stramships Insure a<br>For freight received DA<br>No. 12 South Wharv<br>W. P. PORTER, AN<br>The JUNIATA.<br>The JUNIATA.<br>The JUNIATA.<br>The JUNIATA.<br>The JUNIATA.<br>The TONAWAND.<br>Saturday. Ang. 15, at 8<br>Through bills of LADING S<br>For freight received and<br>No. 12 South Wharv<br>W. P. PORTER, AN<br>The JUNIATA.<br>The JUNIATA.<br>The JUNIATA.<br>MINARA, August 7.<br>The JUNIATA.<br>Saturday. Ang. 15, at 8<br>The TONAWAND.<br>Saturday. Ang. 15, at 8<br>The TONAWAND.<br>Saturday. Ang. 15, at 8<br>The TONAWAND.<br>Saturday. Ang. 15, at 8<br>The JUNIATA.<br>WILLIA<br>FOR ELING.<br>STEAM MEOAT CGMI<br>The CLADING S<br>For freight received an<br>NO. 12 South Wharv<br>WILLIA<br>CONTICE. FON<br>AWARE ANDR.<br>STEAM REAT CGMI<br>The CHEAPEST a<br>NO. 12 South Will<br>HYDE & TYLER.<br>MENDAT CGMI<br>The CHEAPEST a<br>NO. 12 South Will<br>HYDE & TYLER.<br>MARDAT CGMI<br>The CHEAPEST a<br>NO. 12 South Will<br>HYDE & TYLER.<br>MARDAT CGMI<br>The OTHOR BAR AND.<br>STEAM MEOAT CGMI<br>The CHEAPEST a<br>NO. 12 South Will<br>HYDE & TYLER.<br>MARDAT CGMI<br>The OTHOR BAR AND.<br>SANG AND.<br>SA | PERS' GUIDE.<br>DNSTEAMSH<br>ING FROM EACH PO<br>lay and Saturda,<br>ET WHARF, BOSTON<br>HAY AND SATURAL<br>ET WHARF, BOSTON<br>HAY FROME<br>HAY ANDER, BOSTON<br>HAY FROM<br>HAY FROM<br>HAY ANDER, WENT<br>HAY ANDER, WENT<br>HAY ANDER<br>HAY AND<br>HAY  | IP LIN.<br>RT EVER<br>RT EVER<br>DELPHIA<br>STON.<br>M.<br>Star, Aug.<br>Car, "<br>Star, aug.<br>Star, aug.  |
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ublices by these Lines will be resumed on and after he 8th of March. For Freight, which will be taken a accommodating terms, apply to WM. M. BAIRD & [0., 132 South Wharves. JAVAL STORES .-- 200 BBLS. PALEAND No. 1 Rosin, 250 bibls. No. 2 Rosin, 75 bibls. Wil nington Pitch, 100 bibls. Wilmington Tar, 125 bibl Prime White Southern Distilled Spirite Turpentine, it dore and for sade by COCHBAN, RUSSELL & CO., 2 North Front street. MANTON PRESERVED GINGER.-AATON FRANCES THE ATHING FELT. TEN FRAMES THE DOLDARY OF THE ATHING FELT. TEN FRAMES THE DOLDARY OF THE ATHING FELT. TEN FRAMES THE DOLDARY OF THE ATHING FELT. OF SALE BY PETER WEIGHT. A SONS, IIS Walnut street.

AUCTION SALES AUCTION SALES, DUNTING, DURBOROW & CO., AUCTIONATES, Nos. 232 and 234 MARK ET street. corner of Bauk street. Inconstruction JOHN B. MYERS & OO. FINON LAROE FALLSALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC ON THURSDAY MORNING. August 6, at 10 o'clock, on 'four mouths' credit, inclu-ting ding-DOMESTICS. SHIETINGS AND SHEETINGS-All widths bles. and brown Attawaugan, Fortsmouth, Brunswick, Sungs at Side, Newburyport, &c. FLANNELS-All wool white and colored Canton. De met, Fancy Shifting and heavy miners'. BLANKETS-All wool white and heavy gray mixed. of primar makes. JEANS 213-All Wool White and heavy gray mixes, of popular makes, i CASSIMISHED Disgonal, all wool blue, side band be and Ti, boys funce; plantation, moleskin, &c. Harris Heavy brown, black and gold mixed, Monsoons, Oxford, &c. JEANS-Glemmore, gold mixt, heavy woolen, Kema JEANS-Glenmore, gou mart dear, double, GINGHAMS, &C.-Manchester book fold, Arrahire, Fancy Plaids, Union Pacific Checks, &c. Also, Tickings, Stripes, Donime, Silecias, Cambrica, Corset Jeans, Linswa, Kerseys, Prints, Delsines, Cot-tonades, Linings, Paddings, Xc. Also, a full line of black Alpacas, double warps, suit-able for the best trade. SHIRTS AND DRAWERS. able for the Dest print; AND DRAWERS.
SHIHTS AND DRAWERS.
Cases heavy white and gray ribbed, various grades.
LINEN GOODS.
Cases Shirting and Sheeting Linens, Loom Dice, Dam.
Saks, Hucks, &c.
Cases Toweling, Diaper, Canvas, Crash, Table Cloths, Makina, &c.
Makina, &c.
Makina, &c.
MERCHANT TAILORS' GOODS.
Pieces French, English and Saxony all wool and Union.
Pieces French, Dockins, Twilled Cloth, Heavy in Beavers, Chinchilas, &c.
Pieces Francy Cassimeres, Contings and Cloakings, Italian Cloths, &c.
piotech and Docking and Strategram.

of fashionable shape and superior quality. ITALIAN CLOTHS. Full lines 32 and 27 inch London Black Italians. FANCY WOOLEN SHIRTS. A large involce, including some of the finest casamere. LINEN CAMBRIC HDKFS. Full lines 3, 4 and 3 tape borders L. C. Hdkfs. Full lines 4, hemstitched do do. Full lines 4, hemstitched do do. Full lines 4, hemstitched do do. BLANKETS. 5 cases 10-4 Lewiston all wool Blankets. 5 do 10-4 Willowdale do do 10 CASES 3-4 FANCY BEAVERS, especially suitable to the clothing trade. b do 10.4 willowdnie do 10 CASES 34 FANCY BEAVERS, especially suitable to the clothing trade. 4.4 HRISH LINENS. Full line of bleached Shirting Linen, in whole and half picces, of a well known brand. A line of 3.4 superfine English MELTONS. A line of 3.4 superfine English MELTONS. A line of 3.4 superfine English MELTONS. A line of the to best quality VELVETEENS. A line of fine to best quality SWISS MULLS. A line of fine to best quality SWISS MULLS. A line of fine to best quality SWISS MULLS. To FIDCES BLACK SLLKS, including 18 to 30 inch splendid quality black Grosdw Rhin, Gros Grains. Taffetus, &c. 20AT COLLAR VELVETS. A line of SILK and ALL SLK Coat Collar Velvets, of well known Crefield and Lyons make -ALSO-Dress Goods, Silks. Shawls, Balmoral Skirts, Silk Tics, White Goods, Umbrellas, Handkerchiefs, Tailors'

FIRST FALL SALE OF CARPETINGS, OIL CLOTHN, &C. ON FRIDAY MORNING, August 6, at 10 clock, on four months' credit, about 200 pieces Ingrain, Venetian, List, Hemp, Cottage and Rag Carpotings, &C. I SALE OF 2,000 CASES BOOTS, SHOES, BROGANS, ON TUESDAY MORNING; August 40, at 10 o'clock, on four months' credit.

August 40, at 10 o'clock, on four months' credit. THOMAS BIRCH & SON, AUCTION-No. 110 CHESTNUT street: Rear entrunco No. 1107 Sanson street. Household Furniture of every description received on Consignment. Sales of Furniture at dwellings attended to on the most reasonable terms.

Sales of Fumiture at avenings attended to on the house reasonable terms. Sale at No. 1601 North Fifteenth street. ELEGANT WALNUT TARLOR, CHAMBER AND DINING ROOM FURNTURE, TWO FINE FIRENCH PLATE MANTEL MIRRORS, RICH BRUSSELS AND TAPESTIN CARPETS, OIL PAINTINGS, ENGRAVINGS, CHINA, &c. ON THURSDAY MORNING, August 5. at 10 o'clock, at No. 1601 North Fifteenth st., will be sold, by catalogue, the Furniture of a family de-clining housekeeping, comprising-Wahut Parlor, Chamber and Dining Room Furniture, Brussels, Tapes-try and Ingrain Carpets, two French Plate Mantel Mir-rors, gilt frames, Venetian Blinds, Oil Fainting and Engravings, China, Glassware, &c. The Furniture is in excellent order, being in use but a few mouths, and can be examined after 8 o'clock on the morning of sale. Catalogues ready at the auction store on Wednesday.

ready at the auction store on Wednesda

alternoon. Sale at the Anction Store, No. 110 Chestnut street. SUPERIOR WALNUT FURNITURE, PIANO FORTES, MANTEL AND PIER GLASSES, BRUS-SELS, AND OTHER CARPETS, 'HAIR MAT-RESSES, BEDDING, OIL PAINTINGS, ENGRAV, INGS, CLOTHES HAMBERS, WATER COOLERS, REFRIGERATORS, OFFICE TABLES AND DESIS, DECORATED CHINA CHAMBER SETS, VASES, GLASSWARE, &c. ON FRIDAY MORNING, August 6, at 9 of clock, at No. 1110 Chestnut street, will be sold, 'a large and excellent assortment of Walnut Protor and Chamber Furniture. Walnut and Oak Dining Room Suits, about thirty walnut and gilt frame Mantel, Pier and Chamber Glasses, Cottage Suits, Brussels and other Carpeta, Piano Fortes, China, Glassware, &c. SECONDHAND FURNITURE.

Also, an assortment of Seconoma MELODEON Also, one Meiodeon, walnut case. WATER COOLERS. Also, about twenty new porcelain lined Water Coolers M THOMAS & SONS, AUCTIONEERS.

M. Inc. 139 and 141 South FOURTH street. SALES OF STOCKS AND BEAL ESTATE. Public sales at the Philadelphia Exchange every TUESDAY, at 12 o'clock. Furniture sales at the Auction Store EVERY THURSDAY. Sales at Residences receive especial attention. Sale at the Auction Rooms, Nos. 139 and 141 South Sale at the Auction Rooms, Nos. 139 and 141 South SUPERIOR HOUSEHOLD FURNITURE, MIRRORS, OFFICE FURNITURE, HAIR MATRESSES, FEATHER BEDS, CHINA AND GLASSWARE, STOVEN, REFRIGERATORS, CARPETS, MAT-TING, &c., &c. August 5, at 9 o'clock, at the Auction Rooms, by cata-logue, an assertment of Parlor, Chamber and Dining Room, Furniture, Mirrors, Office Furniture, Bookcases, Extension Tables, China and Glassware, Hair Mat-resses, Feather Beds, Refrigerators, Stoves, 600 pounds White Lead; Carpets, Matthings, &c.

White Lead, Carpets, Mattings, 4C.
Sale No. 2027 Vine street.
NEAT HOUSEHOLD FURNITURE, FINE CAR-PETS, HIGH CASE CLOCKS, FEATHER BEDS,
CHINA, GLASSWARE, 4C.
ON FRIDAY MORNING,
August 6, at 10 o clock, at No. 2027 Vine strist, between Twentieth and J wonty-first atreets, the neat Walnut and Malagany Parlor, Dining Room and Chamber Fur-and Malagany Parlor, Dining Room and Chamber Fur-and Malagany Parlor, Dining Room and Chamber Fur-and Malagany Parlor, Jinh Gase Clock, Mantel Mir-Secretary and Bookcase. II in Gase Clock, Mantel Mir-sols, Ingrain and other Carpets, China and Glassware, kitchen Furniture, 4c.
May be examined on the morning of sale at 8 o'clock.

May be examined on the morning of sale at 8 o'clock. MARTIN BROTHERS, AU& TIONEERS, (Lately Salesmen for M. Thomas & Sons.) No. 529 OHESTNUT street, rear entrance from Minor. Biol No. 1935 Coates street. HANDSOME WALNUT PARLOR AND CHAMBER FURNITURE. SUPERIOR DINING ROOM FUR-NITURE. FLEGANT ROSEWOOD SEVEN OU. TAVE PIANO FORTE. HANDSOME BRUSSELS AND IMPERIAL CARPETS. FINE BRUSSELS HALL AND STAIR CARPETS. FINE BRUSSELS HALL AND STAIR CARPETS. FINE BRUSSELS CON THURSDAY MORNING, NESSES, KITCHEN UTENNILS. 4C. MESSES, KITCHEN UTENNILS. 4C.

August 5, at 10 o'clock, at No. 1935 Confes street by cata-logue, the entire Household Furniture, &c. By BARRITT & CO., AUCTIONEERS. CASH AUCTION HOUSE, No. 230 MARKET street. corner of Bank street.
Cash advanced on consignments without extra charge. FIRS SPECIAL FALL SALE.
BOOTS, SHOES, BEOGANS, HATS, CAPS. &c., EY CALLOGUE.
Magust 5, at 10 o'clock, on two months' credit, compri-sing 1000 cases Men's, Boys' Youths', Ladics', Misses' and Children's Wear, pultable for first-class city trade.

T. A. MCCLELLAND, AUCTIONEER, 1219 OHESTNUT street. CONCERT HALL AUCTION ROOMS. Rear entrance on Clover street. Household Furniture and Merchandise of every de-scription received on consignment. Sales of Furniture at dwellings attended to on reasonable terms.

THE PRINCIPAL MONEY ESTABLISH-THE PRINCIPAL MONEY ESTABLISH-ment-S. E. corner of SIXTH and RACE streets. Money advanced on Merchandise generally-Watchers, Jewelry, Diamonds, Gold and Silver Plate, and on all articles of value, for any length of time agreed on. WATCHES ANS JEWELRY AT PRIVATE SALE. Fine Gold Hunting Case. Double Bottom and Open Face English. American and Swiss Patent Lever Watchers; Fine Gold Hunting Case. Double Bottom and Open Face Fine Gold Duplex and there Watchers; Fine Silver Hunt-fing Case and Open Face English. American and Swiss Patent Lever and Lepine Watchers; Double Case English and there and there Watchers; Double Case English Patent Lever and Lepine Watchers; Double Case English Patent Lever and Lepine Watchers; Double Case English Patent Lever and there Watchers; Double Case English Guartier and other Watchers; Double Case English Patent Lever and Lepine Watchers; Ear Binge; Stude; Time Gold Chains; Medallions; Irraceltes; Scarf Pine; Brosstpins; Finger Rings; Pencil Cases and Jew-elry genorally. FOR SALE - A large and valuable Fireproof Chest, suitable for a Jeweller; cost Stor. Also, several Lots In South Camden, Fith and Chest-nut streets.

D. MCCLEES & CO., AUCTIONEERS. C. No. 506 MARKET street. BOOT AND SHOE SALES EVERY MONDAY AND THURSDAY.

GH- DAVIS & HARVEY, AUCTIONEERS, (Late with M. Thomas & Sons.) Store Nos. 43 and 60 North SIXTH street JAMES A. FREEMAN, AUCTIONEEB, No:422 WALNUT street. her T. L. ASHBRIDGE & CO., AUCTION-an <u>T. EERS. No. 505 MARKETatreet. above Fifth.</u>

GAS FIXTURES. CAS FIXTURES MISKEY, MEREILL GAS THATUKARA, No. 718 Chestnut street, manufac-turers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assort-ment of Gas Chandeliers, Pendants, Brackets, &c. They also introduce gas pipes into dwellings and public build-ings, and attend to extending, altering and repairing gas, pipes. All work warranted.