was many to be married, or Jane to be wrapped in a shroud? So meekly did she fold the
white hands of the one upon her still bosom,
that there seemed to be a prayer in them there;
and so sweetly did she wreathe the white rose
in the hair of the other, that one would not
have wondered had more roses budded for com-

Credit Mobilier

4. To undertake any operations in credit tending to develop the resources of the country. Salled July 4, barque Clarz Hasall, for New York; harque Meaco; for New Orleans; schooner Amelia, for Bahla.

Coffee—No. transactions in coffee had taken place worthy of mention, and there are no quotations in the papers.

and so ownerly did, the wishts due while ropes, as recently in the later of the other, that own would not obtain the production of the Pittish Particulation of t According to an official report, as recently made to the British Parliament, in the manu-acture of the thinner and finer descriptions of

cemnity.

P. T. Barnum has returned to this country by the Europa. He left Boston immediately for Fairfield, Conn.

Mr. Henry J. Raymond, of the New York, It. Seward chartered a vessel at Quebeo last week, manned and provisioned it for a royage, and with his son and daughter-in-law set for a trip down the Gulf.

Dr. R. Cresson Stiles, of New York, has been appointed Professor of Physiology and Pathology in the Medical Department of the University of Vermont.

Dr. C. T. Jackson has been to Washington making arrangements to carry out the plans of the Agricultural Bureau for the chemical analysis of the best soils and most important productions.

The Courrier des Etats Unis says that Thalberg is learning to play on the banjo. He has taken ten lessons, and acknowledges that he has made considerable progress alroady.

Among the passengers of the steamship Texas, for Vera Cruz, was 'Pierre Soule, ex Senator.

Andrew Walcac, Esq., of Columbia, S. C., Melbourne.

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4 Andrew Walcac, Melbourne.

4 Andrew Walcac,

THE PRESS - PHILADELPHIA, THORSEAU AIGUST 182.

The philadelphia of the philadelphia o

ster, in a true for what his could be the stand his colling to the stan

Description Monday, the 2fth of July, and arrived here yesterday. The capitain and his wife remained at St. Peter's, saying that they would go to Halifax, and thence home to the United States.

The capitain said, in reference to the diseaser, that he lade no idea he was near land. By his reckoning he should not be undered and the state of the country of the different papeers published recounty an account of the killing of a man numed Wm. Baught and the state of the Baugh was a desperado, and the killing certain the lade of the persons saved:

Captain Dailey and wife, (went to Halifax). The remainder were brought to this port by the French brig Louis Gillis, viz.:

Geo. Wornell, first office, Construction, cook.

Scalars, —John Miller, Erastus Meser, John Smither, France, cook.

Scalars, —John Miller, Erastus Meser, John Smither, Lars Linderoth, Pher. Pheron, Azel A. Nundstrum.

Passexogras. Nils Garlson, Lars Linderoth, Pher. Pheron, Azel A. Nundstrum.

Androw Wilson, Lars Linderoth, Pher. Pheron, Azel A. Nundstrum.

The above is a true statement of the manner in which the barque Monasco and her passengers were lost.

Edward Anderson, Peter Peterson, Passexogras. Nils Garlson, Swen Nelson, Charles Anderson, Passexogras. Nils Garlson, Swen Nelson, Charles Meserson, Charles Meserson, Charles Meserson, Charles Meserson, Charles Meserson, Azel A. Nundstrum.

The above is a true statement of the manner in which the barque Monasco and her passengers were lost.

Edward Anderson, Peter Peterson, Passexogras. Nils Garlson, Lars Linderoth, Peterson, Azel A. Nundstrum.

Androw Wilson, Lars Linderoth, Peterson, Azel A. Nundstrum.

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Fig. 19 for boales of a week and debilited habits and shatter of the state of the s

Insurance Companies. THE QUAKER CITY INSURANCE COMPANY, Office No. 408 (late 92) WALNUT St. Capital and Surplus, \$250,000.

This Company continues to make Insurance against

COMPANY, Office No. 408 (late 92) WALNUT St. spital and Surplus, \$250,000.

This Company continues to make Insurance against cost of damage by Fire and the Perils of the Sea, Inland varigation and Transportation, at current rates.

OFFICERS.

President—GEO. II. HART
Vice President—E. P. ROSS.
Secretary and Trassurer—H. R. COGGSHALL.
Assistant Secretary—S. H. BUTLER.

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K. P. Ross,
A. O. Gattell,
Joseph Edwards,
John G. Dale,
Hon. Henry M. Fuller,
Foster S. Perkins,
John H. Chambers,
John H. Ch GREAT WESTERN INSURANCE AND CREAT WESTERN INSURANCE AND TRUSTOO, PHILADELPHIA, No. 331 (late 107) WALNUT STREET. Charter perpetual. Authorized ALUNCA 200,000.
FIRE INSURANCE—On merchandise generally, household furniture, on stores, dwellings, &c. Limited marine insurance—on cargoes, freights, and

or perpetual.

MARINE INSURANCE—On cargoes, freights, and vessels, to all parts of the world.

INLAND INSURANCE—On goods by rivers, canals, lakes, and land carriage, to all parts of the country.

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Alexander Whilldin, 14 North Front Street.
Alexander Whilldin, 14 North Front Street.
Herry D. Moore, Farquhar Buildings, Walnut St.
John O. Hunter, firm of Wright, Hunter & Co.
E. Tracy, Grm of Tracy & Baker, unter & Co.
William Darling; (late of Reading.)
Isaac Hatcheurst, Attorney and Counsellor.
J. R. McCardy, firm of Jones, White & McCardy, John Rice, 99 South Fourth Street.
Jas B. Smith, firm of Jones, White & McCardy, John Rice, 99 South Fourth Street.
Jas B. Smith, firm of Jones, White & Co.
Theo. W. Baker, Goldsmiths' Hall.
E. Harper Jeffries, firm of Wm. H. Brown & Co.
C. C. LATHROP, President.
JOSEPH J. HOUREL, Secretary and Treasurer.
H. K. RIGHARDSON, Assistant Secretary. aug5-ly

PHILADELPHIA FIRE AND LIFE INSURANCE COMPANY, incorporated by the State
of Pennsylvania in 1348, are now established in their

DHILADELPHIA FIRE AND LIFE INSURANCE COMPANY, incorporated by the State
of Pennsylvania in 1848, are now established in their
NEW OFFICE, No. 433 CHESTNUT Street, where they
are prepared to make ALL KINDS OF INSURANCE,
from LOSS BY FIRE, on property of every description,
in Town or Country, including PUBLIC BUILDINGS,
DWELLINGS STORES, WAREHOUSES, VACTORIES
and MANUFACTORIES, WORKSHOPS, VESSELS, &c.
Also, MERCHANDIZE of all kinds; STOCKS OF
GOODS, Stocks of COUNTRY STORES, Goeds on
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rates of premium, and for any period of time.
This Company refer to their past career as an ample
guarantee for the PROMPT SETTLEMENT of all their
LOSSES. There are at this time no unsettled claims
against them.
M. W. BALDWIN, Vice Pres't.
M. W. BALDWIN, Vice Pres't.

M. W. BALDWIN, Vice Pres't.
STEEL INSURANCE AND TRUST COM-

IFE INSURANCE AND TRUST COMLIFE INSURANCE AND TRUST COMLIFE INSURANCE AND TRUST COMCOMPANY, Southeast Corner of THIRD and BOOK
Streets. Osnital, \$612,725 03.
INSURES LIVES for short terms, or for the whole
term of life—grants annuities and endowments—purchases life on interests in Real Katata, and makes all
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They act as Executors, Administrators, Assignces,
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DANIEL L. MILLER, President.

SAMUEL E. STOKES, Vice Presit.

JOHN W. HORNOS, Secretary.

MERICAN LIFE INSURANCE AND
TRUST COMPANY.—Incorporated by the Legislature of Pennsylvania. Capital \$500,000. Charter perpetual. Office in the Company's Buildings, S. E. Corner of WALNUT and FOURTH Streets, Philadelphia. Stock rates about Twenty per cent. lower than above.
Premiums may be paid quarterly, half yearly or Premiums may be pass quantity,
yearly,
PIVE PER CENT. SAVINGS FUND. yeariy.

FIVE PER CENT. SAVINGS FUND.

Money received on deposit daily, by this old-established Institution, returnable in Gold, on demand, with five per cent. interest added.

Office hours from 9 A. M. till 5 P. M., and on Mondays till 8 P. M. ALEXANDER WHILLDIN,

JOHN C. SIMS, Seely. [aul-10t] President.

ARCTIC FIRE INSURANCE COMPA
Joining the Mechanics' Bank—Cash Capital, \$250,000, with a surplus. This Company insure Buildings, Merchandize, Furniture, Vessels in port and their Cargoes, and other property, against Loss or Damage by Fire and the Risks of Inland Navigation.

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Samuel G. Gildden,
Steph. Cambreleng,
Thomas Scott,
John Ward,
Henry K. Bogert,
Peter Edes,
Benjamin H. Field,
A. R. Frothingham.

i L. Mitchell, ALBERT WARD, President ALBERT WARD, President.

RIGHARD A. OAKLEY, Secretary.

MANUFACTURERS' INSURANCE
COMPANY.—Charter Perpetual. Granted by
the State of Pennsylvanis. Capital, \$500,000. Fire,
Marine, and Inland Transportation.
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James P. Buyth,
Wm. R. Thomas,
J. Rinaddo Sank,
Wm. Neal,
AARON S. LipPINSURDAN,
AARON S. LipPINSURDAN,
Wm. Neal,
AARON S. LipPINSURDAN,
AARON S. LipPINSURDAN,
Wm. Neal,
AARON S. LipPINSURDAN,
AARON S. LipPINSURD RIGHARD A. OAKLEY, Secretary

LAND TRANSPORTATION RIEKS, per Railroads.
Canals, Boats, and other carriages.
ALL THE PROFITS divided annually among the Assured, and ample security in cases of loes.

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Wm. M. Swain,
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B. W. TINGLEY & CO., BANKERS, COLLECTIONS promptly made on all accessible points in the United States and Canada.

Stocks, Bonds, &c., Bought and Sold on Commission.
Uncurrent Bank Notes, Checks, &c., bought at the lowest rates.
Deposits received and interest allowed, as per agreement.

UMBER! LUMBER!!—The subscriber, Wichols, Nicholss riken, Pownail F.

UMBER! LUMBER!!—The subscriber, sylvary occupied the premises at \$29,1,70xk.) Bean \$29,1,70xk.)\$ Rear \$29,1,70xk.)\$ Rear \$29,1,70xk.\$ Rear \$2

RESOLUTION PROPOSING AMEND. correct copy of the "Reas" and "Rays" taken on the MENTS TO THE CONSTITUION OF THE COMresolution proposing amendments to the Constitution of the Commonwealth. First AMENDMENT.

There shall be an additional article to said Constitution to be designated as article eleven, as follows:

applied to the purpose for which it was obtained, or to repay the debts so contracted, and to no other purpose whatever.

Section 2. In addition to the above limited power, the State may contract debts to repel invasion, suppress insurrection, defend the State in war, or to redeem the present outstanding indebtedness of the State; but the money arising from the contacting of such debts, shall be applied to the purpose for which it was related, or to repay such debts, and to no other purpose whatever. Heoriva 3. Except the debts above specified, in sections one and two of this article, no debt whatever shall be created by, or on behalf of the State.

SECTION 4. To provide for the payment of the present debt, and any additional debt contracted as aforesaid, the legislature shall, at its first session, after the adoption of this amendment, creater a inking fund, which shall be sufficient to pay the accraing interest on such debt, and annually to reduce the principal thereof by a sum not less than two hundred and fifty thousand dollars; which sinking fund shall consist of the net annual income of the public works, from time to time owned by the State, or the prodects of the sale of the same, or any part thereof, and of the lincome or proceeds of sale of stocks owned by the State, together with other funds, or scources, that may be designated by law. The said sinking fund may be increased, from time to time, by assigning to it any part of the target or blank or revenues of the State, not required for the ordinary and current expenses of government, and unless in case of war, invasion or insurrection, no part of the said sinking fund shall be used or applied otherwise than in critinguishment of the public debt, until the amount of such debt is reduced below the sum of fire millions of dollars.

SEXTION 5. The credit of the Commonwealth shall not land, namer, or event, be pledged, or loaned to, any individual, company, corporation, or association, nor shall the Commonwealth hereafter become a joint owner, or stockhold

or stockholder, in any company, association, or corporation.

SECTION 6. The Commonwealth shall not assume the debt, or any part thereof, of any county, city, borough, or township; or of any corporation, or association; unless such debt shall have been contracted to enable the State to repel invasion, suppress domestic insured that defend itself in time of wax, or to assist the State in the discharge of any portion of its present indebtedness. SECTION 7. The Legislature shall not authorize any county, city, borough, township, or incorporated district, by write of a vote of its citions, or otherwise, to become a stockholder in any company, association or corporation; or to obtain money for, or loan its credit to, any corporation, association, institution or party.

There shall be an additional article to said Constitution, to be designated as article XII., as follows:

ner above provided; such districts to remain unchanged until the apportionment in the year one thomsand eight hundred and sixty-four.

There shall be an additional section to the first article of said Constitution, which shall be numbered and read as follows:

SECTION 25: The legislature shall have the power to alter, rovoke, or annul, any charter of incorporation hereafter conferred by, or under, any special, or general law, whenever in their opinion it may be injurious to the citizens of the Commonwealth; in such manner, however, that no injustice shall be done to the corporators.

Resolved, That this resolution pass. On the first amendment, yeas 24, nays 7; on the second amendment, yeas 24, nays 6; on the third amendment, yeas 24, nays 6; on the fourth amendment, yeas 23, nays 4; on the fourth amendment, yeas 23, nays 4.

[Extract from the Journal.] IN THE HOUSE OF REPRESENTATIVES, April 26, 1657. yeas 57, mays 34; on the third amendment, yeas 72, nays 22; on the fourth amendment, yeas 33, mays 7. [Extract from the Journal.]

JACOB ZIEGLER, Clerk.
Filed in Secretary's office, May 2, 1857.

A. G. CUETIN,

Secretary of the Commonwealth.

jpeaker—23.
NAYS—Mears. Coffey, Crabb, Frazer, Gregg, Harris, fillinger, Penrose and Scoffeld—8.
Bo the question was determined in the affirmative. So the question was determined in the allimative.
On the question,
Will the Senate agree to the third amendment?
The yeas and nays were taken agreeably to the prorisions of the Constitution, and were as follows, vis:
Yasa—Messrs. Brewer, Prowne, Orabb, Oresswell, Ely,
Evans, Flennikon, Fraxer, Ingram, Jordan, Killinger,
Knoz, Laubsch, Lewis, Myer, Scofield, Sellers, Shuman,
Souther, Steele, Straub, Welsh, Wilkins, and Wright
—24.

PENNSYLVANIA RAILROAD.—THE GREAT CENTRAL ROUTE, connecting the Atlantic Cities with Western, North-western, and South-western & States, by a continuous Railway direct. This Road also connects at Fittaburgh with delly line of western States, by a continuous Railway direct. This Road also connects at Pittaburgh with daily line of steamers of all points on the Western Rivers, and at Oleveland and Sandusiy with Steamers to all ports on the Northerstern Lakes; making this most DIRECT, CHERY STATES AND ARRIVED BY THE ROUTE BY WHICH PRESENT AND STATES BETWEEN PHILADELPHIA AND FITTS-BURGH.

General Freight Agent, Philadelphia.

General Freight Agent, Philadelphia.

J. LOMBAER?,

aul-ly

Superintendent, Altoma, Ps. NEW YORK LINES.—THE CAMDEN AND ANDOY RAILBOAD AND PHILABELPHIA AND TRENTON RAILBOAD COMPANY'S LINES. FROM PHILABELPHIA TO NEW YORK, AND WAY PLACES.

The 5 P. M. line runs daily, all others buttons only.

Express Lines stop at the principal stations only.

For Belvidere, Easton, Flemington, &c., at 6 A. M. and 4 P. M., from Walnut street wharf.

For Water Gap, Birondoburg, Scranton, Wilkesbarre, Montrous, Great Bend, &c., at 6 A. M., via Delaware, Lackswanns at Western Railroad.

For Freehold, at 6 A. M. and 2 P. M.

For Mount Holly at 7 A. M., and 2 N. and 5 P. M.

WAY LINES

For Bristol, Trenton, &c., at 2 N. and 4 P. M.

WAY LINES

For Palmyra, Rancoas, Beverly, Burlington, Borden-For Palmyra, Rancocas, Beverly, Burlington, Bordentown &c, at 3 P. M.

WAY LINE
For Mount Holly. Burlington and Way Stations ,at \$

. M.

P. M. Steamboat RICHARD STOCKTON for Burlington and Bristol at 8% A. M. and for Bordentown and intermediate places at 2% P. M. Steamboat TREN°L. For Taceny at 10 and 11% A. M., and 4 P. M., and for Eurlington and Bristol at 4 P. M. All lines, except 1 A. M., neave where, where, in Frity pounds of baggage only allowed cack passanger. Passangers are profibited from taking anything as baggage but their wearing appeared. All baggage over fity pounds to be gaid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for fay amount beyond \$160, except by special contract. WM. H. GATZMER, Agent WM. H. GATZMER, Agent Phils., Tr. R. B. Co.

CHANGE OF HOURS.—PHILADEL.
PHIA, WILMINGTON AND BALTIMORE RAILROAD.
On and after Thursday, July 24, 1857.
PASSENGER TRAINS LEAVE PRILADELPHIA
FOR Baltimore at 8 A. M., 1 P. M., (Express,) and 11
P. M. P. M.
Por Wilmington at 8 A. M., 1, 415 and 11 P. M.
For New Castle at 8 A. M., 1 and 4.15 P. M.
For Middletown at 8 A. M. and 4.15 P. M.

Leave New Castle at 6.20 and 11.00 A. M., and 3.06 P. M.
Leave Middletown at 10.00 A. M. and 3.06 P. M.
Leave Dover at 8.50 A. M. and 7 P. M.
Leave Dover at 8.50 A. M. and 4 00 P. M.
TRAINS FOR BALTIMORE
Leave Wilmington at 9.16 A. M., 2 P. M. and 12.17
A. M.
SUNDAYS only at 11 P. M. from Philadelphia to
Baltimore.

BUNDAYS only at 11 P. M. from Philadelphia to Baltimore.

do. do. 6.25 P. M. from Baltimore to Philadelphia.

BALTIMORE AND HAYER DE GRACE ACCOMMO DATION TRAIN

Leaves Havre de Grace at 6.50 A. M.

Leaves Baltimore at 4.00 P. M.

Preight Train, with Passenger Car attached, will run as follows:—

Leave Philadelphia for Perryville and intermediate places at 6.00 P. M.

Leave Wilmington for do. do. 3.05 P. M.

Leave Wilmington for Philadelphia at 6.00 P. M.

Leave Wilmington for Philadelphia at 6.00 P. M.

S. M. FELTON, President. S PRING ARRANGEMENT.—PENN-STLYANIA CENTRAL RAILROAD.—Running in direct connection with the PITTSBURGH, FORT WAYNE AND CHICAGO RAIL-BOAD

For Cincinnati, St. Louis, Louisville, Louisville, New Orleans, St. Paulo, Indianapolis, Clereland, Kansas, Terre Haute, Chicago, Nebraska. In advance of all other routes out of Philadelphia. Forming closs connection with all the Great Was translationals.

DHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD—SUMMER ARRANGEMENTS. On and after May 5th, 1857.

TOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 10-min., 10, 11½, A.

M., and 1, 2, 3-10 min., 4, 5, 6, 7, 8, 9, 11½, F. M.

Leavel Germantown at 6, 7, 7-85, 8, 9-10 min., 10½,
11½, A. M., 1, 2, 3-10 min., 4, 5, 6, 7, 8, 10½, P. M.

The 7-35 o'clock, A. M., train from Germantown, will
not stop at intermediate Stations.

ON SUNDATS.

OM SUNDAYS.
Leave Philadelphia at 9-29 A. M., 2, 3, 10, 5-30 and P. M.
Leave Germantown at 8-20, 9-20 A. M., I-10, 4½, 6
15, and 7 P. M.
CHESTNUT HILL BAILROAD.
Leave Philadelphia at 6, 8, 9-10 min., 11½ A. M., 2,
4, 6, 8, 9, P. M.
Leave Chestnut Hill at 7-15, 7-25, 10-10, 11-10, min.,
A. M., 1-40, 3-40, 5-40, 7-40, 10-10 min., P. M.
Leave Philadelphia at 9-20 A. M., 2, 5½ and 8 P. M.
Leave Chestnut Hill at 8 A. M., 12-50, 4-10, and 6-49,
P. M. P. M.
Cn and after May 4th, 1857.
FOR MANAYUNK, CONSHOHOCKEN, AND NOR
RESTOWN.
Leave Philadelphia at 6, 9, and 11, A. M., and 3, 4%,
6%, and 11%, P. M.
Leave Norristown at 7, 9, and 11, A. M., 3, and 6%,
P. M.

P. M.

Leave Philadelphia at 9 A. M., and 3 P. M.
Leave Nortistown at 7 A. M., and 6 P. M.
CHERTER VALLEY, RAILEGAD—FOR DOWNING
TOWN.

Leave Philadelphia at 6 A. M., and 3 P. M.
Leave Downingtown at 7 A. M., and 1 P. M.
aul-1y
HENBY K. SMITH, Gen'l Supt.
Depot, NINTH and GREEN streets, Philadelphia.

NORTH PENNSYLVANIA RAILROAD.

KOB BETHLEHEM, EASTON, ALLENTOWN. FOR BETHLEHEM, EASTON, ALLENTOWN, MAUCH CHUNK, WILKESBARRE, DOYLESTOWN, te., &c., Through to bethlehem without change OF CARS.

OF CARS.

On and after Wednesday, July 8th, 1857, the trains on this Road will leave as follows, daily, (Sundays ex . at.

Passengers for Easton by 2 15 P. M. train take stages
Iron Hill station.

For Gwynedd, (Accommodation) at 6 35 P. M.

RETURNING.

Leave Bethlehem at 9 15 A. M. and 2 45 P. M. with Passengers, via Lehigh Valley Ballroad, from Easton, Allentown, Mauch Chunk, Wilkesbarre, de, arriving in Philadelphia at 12 10 M. and 6 45 P. M.

Leave Doylestown, (Accommodation) at 6 50 A. M.

Leave Gwynedd, (Accommodation) at 6 50 A. M.

Leave Gwynedd, (Accommodation) at 6 50 A. M.

Leave Philadelphia for Doylestown, (Accommodation at 8 30 A. M. and 5 45 P. M.

Leave Doylestown for Philadelphia, (Accommodation at 8 30 A. M. and 5 45 P. M.

Leave Doylestown for Philadelphia, (Accommodation at 6 A. M. and 3 15 P. M.

Fare to Bethlehem

Fare to Milkecharre

Fare to Milkecharre

Fare to Wilkecharre

ELLIS CLARK, Agent.

CAMDEN AND ATLANTIC RAILROAD.

CHANGE OF HOURS.

SUMMER ARRANGEMENTS

On and after Monday, July 6th, and until further notice, trains for Atlantic City will leave Vine street wharf at 1-30 A. M.

Becomd down passenger train will leave Vine street wharf at 1-30 A. M.

Becomd down passenger train will leave Vine street wharf at 1-30 A. M.