The Delaware Terminus of the Pennsylvania Railroad Company.

[For the Press.]

MR. EDITOR: Since you had the kindness to publish a communication for me, showing some few of the advantages of the plan I have presented to the Pennsylvania Railroad Company for reaching the Delaware river terminus by a tunnel through or under Callowhill street, I have carefully read the various public comments of other correspondents upon that plan, as well as what they have offered to the consideration of the Railroad Company and the public in favor of projects of their own.

The objections, if they may be called such, against the Callowhill-street plan, appear to reduce themselves to the single item, cost; and those who have much more costly plans of their own, when all things are considered, to recommend, at League Island, Greenwich, and Washington street, seem to be greatly alarmed at the expense of mine, and, to encourage their fears, have extended my idea till they make it cover much more ground than is contemplated by me, and considerably more than is required for the perfect consummation, and to realize its advantages both to the Pennsylvania Railroad Company and the city of Philadelphia.

By urging the single objection, cost, it seems to be admitted that, in other respects, my plan is the most feasible and proper one; and certainly, if by it we get the uninterrupted use of steam-power to the shipping point, without ever interfering with the other traffic and travel of a large and populous city, or being interfered with in any manner by these interests, a great good will be accomplished, which will not only enable the railroad company to work its road more economically, but will so reduce the cost of transportation on produce as to help our shipping interests very materially.

In the detailed estimate which accompanied my former communication I gave what I believed was a careful and accurate account of the cost of an open cut from the Schuylkill to the Delaware, filled in with a brick tunnel large enough for two tracks, including the cost of a railroad bridge over the Schuylkill, above any navigable point, and therefore not liable to the great inconvenience and expense of a draw. In round numbers this cost was $900,000; a sum which I may safely say is not larger than the cost of the other plans presented, none of which avoid the inconveniences of a surface route through a populous city, nor the necessity of using horse or mule power to get freight and passengers to the Delaware.

Few persons are aware of the great difference in cost between the use of steam and of horses or mules in transporting large quantities of goods and produce. The cost of steam power to move one ton one mile amounts to 1 30-100 cts. With mule or horse power the cost is 8 cents per mile, or a difference in favor of steam of more than *six hundred per cent.!* This enormous tax is now paid by our shippers and jobbers, and if we can get rid of it entirely, we will benefit the trade of this city to the same extent. The authority for this statement of cost is J. Edgar Thomson, Esq., who, in his annual report to the railroad company, made January 28th, 1859, states that the cost of transportation from West Philadelphia, where mules are substituted for steam, to Dock-street wharf, is 25½ cents per ton, the distance being less than three miles. Now let us apply these figures to the various plans submitted, and we shall then see which has the greatest advantage in the matter of *cost*. Mine, I think, will be found the least expensive in its working operation, and therefore the best adapted to the wants of the company, and the interests of the trade and commerce of Philadelphia.

The Pennsylvania Railroad Company paid the gross sum of $45,571.05 for the carriage, by mule power, of freight and passengers and for tolls, to and from West Philadelphia to their depots in and around the city, the nearest of which to the Delaware is at Eleventh and Market streets, or about half the distance required to reach the shipping point. The details are as follows:

Passengers	$15,483 80
Freight, 264,000 tons	20,712 78
Tolls to city	9,374 97

This sum of $45,571.05 represents a capital of $759,517.50, within $140,482 of the cost of constructing a tunnel to get rid of four-fifths of this expense! These figures are obtained from the company's own reports, and it shows that the expense of delivering freight and passengers to their depots in the city, not half the distance to Dock-street wharf, to be 10½ cents per ton, by mule teams.

The amount of freight delivered to and received in West Philadelphia by private parties from the railroad company, was 224,926 tons, and allowing the same cost for transporting it (though it is said to cost 25 per cent. more), and we have the sum of $23,617 23 to be added, making an entire cost to railroad and private owners, for transportation of 486,926 tons, passengers and tolls, to be $69,188 28. This represents a principal of $1,153,138, or $253,138 more than the cost of the tunnel.

To deliver this tonnage of freight and passengers at *Dock-street wharf*, which is necessary either for foreign commerce or domestic traffic, would cost, as Mr. Thomson, the president of the company, shows, 25½ cents per ton by mule teams. We have, therefore, this calculation:

486,926 tons at 25½ per ton, 3 miles	$124,165
Passengers	36,310
Total	$160,475

A sum which represents a principal of $2,674,583, nearly three times the cost of the tunnel.

Now let us see what it will cost to deliver this amount of tonnage upon the Delaware by *steam* through the Callowhill street tunnel, a distance of only 3½ miles, at a cost of 1 30-100 per mile per ton, or 3½ cents per ton for the whole distance:

486,926 tons, 3½ miles, 3½ cts. per ton	$15,825 09
Passengers to Broad and Callowhill	2,011 50
Total	$17,836 59

which represents a principal of only $297,267.50, against $2,513,102 by mule power. What it cost the railroad company last year, $45,571 05, (to haul 264,000 tons) could be done by my plan for [illegible], or a saving to the company of [illegible] 979.55, or the interest of [illegible]. But this is not all. [illegible] company $153,639, whereas, by the tunnel, it would cost only $10,590 15, a saving to the company of $93,038.50 on last year's business, or the interest of $1,550,641.44. Yet individuals argue the cost of the tunnel as its greatest objection.

Let us compare the cost of getting this amount of freight and passengers over the Callowhill street route with the cost by the other routes named. By Washington street to river Delaware, across a drawbridge at Gray's Ferry, distance six miles, the cost by steam power the whole distance would be 7 8-10 cts. per ton. The calculation would stand as follows:

486,926 tons, 6 miles, 7 8-10 cts. per ton	$37,980
Passengers	10,308
Total	$48,288

which is the interest of $804,800, or $506,434 greater than the principal of the cost by the Callowhill street route.

To Greenwich Point, distance eight and a half miles, the cost would be eleven cents per ton:

486,926 tons, 8½ miles, 11 cts. per ton	$53,561 86
Passengers	13,099 00
Total	$66,660 86

the interest of $1,111,014 33, which is a sum greater by $818,738 than the principal of the cost of running by Callowhill street; yet the advocates of the Greenwich and the Washington street projects, in the face of these facts, talk of the cost of the tunnel project!

But, let us look at the facts as they will exist, and not as they exist in the imagination of people. I have shown that the cost of delivery, by mule power, from West Philadelphia to Dock street wharf, is 25½ cents per ton. Now is it likely that the residents of West Philadelphia, or those of the lower section of the city, will be more disposed than those in Market street, to have their streets blocked up with the cars of the railroad, or their travel and trade impeded by locomotives running upon and across all their principal streets, with four or five lines of local passenger railroads and cars filled with passengers, crossing at right angles and running every three or five minutes? Will they not interpose their authority, or that of the Legislature, to prevent the locomotive coming into the built portion of the city limits whenever they experience this annoyance, as they would do to a much greater extent than they have ever yet experienced, when all the great business of the Pennsylvania Railroad is thrown upon a surface track in the streets of the city? The calculation, therefore, might as well be made first as last for carrying the tonnage of the Pennsylvania Railroad by mule power over both the Washington street and the Greenwich routes. The calculations will stand as follows:

486,926 tons over Washington street route, six miles, 8 cents per mile, or 48 cents per ton by mule power	$233,724 48
Passengers	72,620 00
Total	$306,344 48

Which is the interest of no less a sum than $5,105,741.

486,926 tons to Greenwich, 8½ miles, 8 cents per mile, or 65 cents per ton	$316,501 90
Passengers	91,509 00
Total	$408,010 90

Or, the interest of $6,800,181.66.

Both these routes are liable to the exclusion of the locomotives, which the Callowhill street would never be when once in operation. The public can see, therefore, which would be the most costly route, present or prospective. But the advantage of greater economy to the company is not the only consideration in this question of reaching the Delaware. To do so quickly with steam, and with cost reduced six hundred per cent. upon the freight, is to give a great advantage to this port as a shipping point, and one greater than can be enjoyed by any other city connected with the West and South by great lines of railroad communication. In New York the cost is even greater than in Philadelphia of hauling freight from the railroad depots through the city by mule trains. The distance there is greater, and is continually increasing as city improvements extend, and the locomotive is thrust further back. The report of Mr. Buckley, the president of the New York and New Haven Railroad, May 8th, 1857, says the net earnings of that road for the year were $422,984 38, and the cost of hauling the freight from 27th to Canal street by horses was $44,530.66, [illegible] the following business: Through passengers, 272,281; local travel, 759,200; total, 1,030,883 passengers. Through freight, 56,502 tons; local freight, 27,339; total, 83,841 tons. Mr. Buckley informed me that from the necessity of hauling freight and passengers through the city of New York, the loss was equal to 100 *miles of travel in time*, with an expense of *fifty miles in the carriage*. This, therefore, is a serious item of expense in railroad travel to the shipping interests. It is a delay, too, which is vexatious and costly, as every one knows who has had experience in such matters; and as every one can see for himself who reflects on the operation in our own city. First, the locomotive detached miles from the river, then mules hitched to the cars, which are dragged at a slow pace through the city, then put on board a ferry boat by persons specially employed for that service, then landed and attached to locomotives again. This same operation is renewed at Amboy and at New York, and hauled through the streets of that city a long distance.

If through a tunnel we can use steam, all this expense will be saved to Philadelphia, and this [illegible]

Real Estate of the Pennsylvania Railroad Company in Philadelphia.

Freight Depot, Thirteenth and Market streets, 396 by 276 feet, equal 92,500 [illegible]	[illegible]
[illegible] Market street [illegible]	[illegible]
Twelfth and Market Intended Passenger Depot, lot 187 by 306 feet, equal 58,222 square feet, cost	280,000
Third and Willing's Alley Office, lot 42 feet 8 inches by 107 feet, equal 3,405 square feet, cost	$42,500
Third and Willing's Alley building	120,000
	162,500
West Philadelphia land occupied and buildings	200,000
Rent of Passenger Depot, Market street $6,000, interest of principal of	100,000
	$1,112,500 00
Hauling 486,926 tons of freight and passengers, &c., $69,188.28, representing a principal of	1,153,138 00
	$2,265,638 00

Here 153,127 square feet of ground cost $812,500. The property on Callowhill street to Noble street, and from Front to Delaware avenue, embraces 250,876 square feet of storeroom and depot space, and 164,257 square feet of wharfage with dock room for thirty vessels at one time, and may be purchased for $716,548, or *four times more space* in a better location for about *one eighth less cost*. The Broad and Callowhill street depot, 238 by 523 feet, or 121,440 square feet, can be purchased for $180,000. Hence for a cost of $896,524 there can be had 372,316 square feet of ground for depots on the Delaware and on Broad street. The sale of the 153,127 square feet of ground with the building thereon which would be rendered useless to the company when located on the Delaware, would more than pay for the purchase of the property needed for the use of the company when the tunnel is built. For the sum of $716,548 the company can have on the Callowhill-street location 250,876 square feet of store room and 164,257 square feet of wharfage—making an aggregate of 415,133 square feet for thirty vessels at one time. If any more space than this is required for the increased business of the railroad company, it may readily be found along the whole Delaware front, both up and down the river, where storehouses are already erected for the transaction of any amount of business required. It is not necessary that the railroad company shall purchase any more ground than is above mentioned for all its wants. Private parties to be benefited by the business the road would throw in that vicinity, would take care to have the proper facilities necessary to transact it properly. How long would it take, and what amount of cost would there be on building up the same amount of storehouses at Greenwich or Washington street, and at what expense would it be to all this property on the wharves already created?

How will this compare with the present facilities for business possessed by the railroad company? The freight depot at Thirteenth and Market streets is 92,500 square feet, which is little more than one fifth the space at Callowhill street, without any dockage room, and cost $370,000. The passenger depot at Broad and Callowhill streets is 121,440 square feet, more than double the Market and Twelfth street passenger depot, and cost only $180,000.

But this is not all. The Pennsylvania Railroad have a large tract of land in West Philadelphia, which would come into use the moment the tunnel is built. By filling up and levelling, the company would then have 3,700 feet of wharfage on the Schuylkill for barges and canal boats.

In these calculations I have not attempted to show the advantage the plan I have pointed out would be to the city of Philadelphia, a large stockholder in the Pennsylvania Railroad Company, and, therefore, doubly interested in any improvement which comprehends that company and the business and convenience of the city. A stimulus would at once be given to the trade and commerce of this port, for it would be the cheapest to send produce to for shipping. Property along the Delaware front, scarcely paying the interest, would become valuable again by the increased business on the wharves. With commerce would spring up all the arts and trades which are identified with that interest. There would be life and energy where there are now stagnation and decay. Our beautiful city would be unincumbered by a traffic a hundred times its present extent; the streets would be devoted to the local trade, which would largely increase. Market street and Market street bridge would be given up entirely to local travel. This would give the local travel upon that bridge, double its present capacity, and save the expense to the city of a new bridge at Chestnut street. The necessities of the Walnut and Chestnut Passenger Railroad and of other railroads would compel them to build bridges for their own accommodation over both Chestnut and Arch streets; consequently, the public would be amply provided with bridges for city travel, without costing the tax-payers a penny.

One word before I close, in regard to myself. It has been urged, as a formidable objection to my plan, that it is the design of an individual who is only a builder, and not a railroad engineer. It is true, I am a builder, and those who urge this objection will give me credit, I believe, of understanding my business. With sensible people, ability in our department of business will scarcely be considered a disqualification for understanding the public wants in any other department, or of suggesting the best means for supplying those wants. It requires but little more than the moderate share of common sense with which most men are endowed, to perceive that the shortest route through the city to the Delaware, is the most desirable one, that avoiding the surface, rids both the public and the railroad company of a great deal of annoyance, danger, and expense. It requires no great engineering skill to construct an open cut tunnel for the railroad track, and no great amount of arithmetical calculation to determine whether the saving would warrant the cost. In the communications I have presented, the general arguments in favor of the tunnel have been given; and every one is capable of judging of its feasibility. The estimates, carefully made, are before the public, and their errors, if they have any, may be pointed out; the means by which the plans are to be perfected are plain and simple, and even a common builder may see whether they are practicable. I present my plan as the best adapted to the purposes and business of the railroad company, and the requirements of the city's trade as well as of its interests, best in consonance with the municipal arrangements of a great metropolis and best promoter of its commerce and its trade. If there is any other plan better than this, mine ought not to be adopted. If mine is the best, as I believe it is, and the public seem to coincide in that belief, then I may claim, without presumption, that mine ought to have the preference and be adopted.

S. K. HOXSIE.

SAILING OF THE OCEAN STEAMERS, FROM THE UNITED STATES.

SHIPS	LEAVE	FOR	DAYS
Europa	Boston	Liverpool	June 29
Saxonia	New York	Hamburg	July 1
Ocean Queen	New York	Havre	July 2
Kangaroo	New York	Liverpool	July 2
Glasgow	New York	Glasgow	July 6
Persia	New York	Liverpool	July 6
Bremen	New York	Bremen	July 9
Arabia	Boston	Liverpool	July 13

TO ARRIVE.

SHIPS	LEAVE	FOR	DAYS
Bremen	Bremen	New York	June 11
Glasgow	Glasgow	New York	June 11
Bavaria	Southampton	New York	June 15
Arabia	Liverpool	Boston	June 18
Canadian	Liverpool	Quebec	June 22
C of Baltimore	Liverpool	New York	June 22
Vanderbilt	Southampton	New York	June 22
Asia	Liverpool	New York	June 25
Weser	Bremen	New York	June 25
Argo	Havre	New York	June 28
Borussia	Hamburg	New York	June 29
New York	Southampton	New York	July 9

The California Mail Steamers sail from New York on the 5th and 20th of each month.

The Havana Steamers leave New York, on the 3d, 7th, 13th, 17th, and 27th of each month, and Charleston, S. C., on the 4th and 19th.

When the above dates fall on Sunday, the steamers will sail on Monday, except from New Orleans.

Marine Intelligence.

PORT OF PHILADELPHIA, June 28 1859.

SUN RISES ... 4 35 | SUN SETS ... 7 25
HIGH WATER ... 12 3

ARRIVED.

Ship Amelia, McKenney, 43 days from Liverpool, with mdse to Stephen Baldwin & Co. Towed up by steam-tug Pilot.

Brig Delhi, Kenney, from Port au Prince, June 12, with logwood and coffee, to Thos Wattson & Sons. Vessels left before reported. June 19, lat 30.20 N, long 74.15, W, spoke whaling brig Bedford, of Orleans, 15 months out, with 350 bbls oil—wished to be reported.

Schr Henry Wolfe, Atkins, 1 day from Lewes, Del., with corn and bark, to J. L. Bewley & Co.

Schr H. W. Morse, Phillips, 5 days from Taunton, with mdse to Twells & Co.

Schr Geo Helrs, Fox, 2 days from Quinton's Bridge, N. J., with oats to L. F. Peterson.

Schr Albatross, Jorden, 1 day from Pedricktown, N. J., with corn to L. F. Peterson.

Schr Florida, Kelly, 11 days from Portland, with mdse to Crowell & Collins.

Schr John R Mather, Nickerson, 10 days from Portland, with mdse to E A Souder & Co.

Schr Kansas, Connor, 3 days from Concord, Del, with railroad ties to J W Bacon.

Schr Southerner, Dunbar, 8 days from Surry, Va, with lumber to Gaskell & Galvin.

Schr Josephine & Edwin, Connelly, 7 days from Norfolk, with lumber to Samuel Bolton & Co.

Steamer Balloon, Wilden, 7½ hours from Cape May, with passengers to captain. Vessels below previously reported.

Schr Lillie Sanders, Gale, 10 days from Providence with 167 bales cotton waste to Jessup & Moore.

Schr J L Heverin, Pierce, 2 days from Dover, Del, with corn and bark to Jas Barratt & Son.

Schr Sarah, Brown, 6 days from Warren, RI, with oil, &c to Shober, Bunting & Co.

Schr Carthagena, Crapo, 5 days from New Bedford, with oil, &c, to Shober, Bunting & Co.

CLEARED.

Steamship Kennebec, Hand, New York, via Cape May, J Allderdice.
Ship Ellerslie, Coutts, Rio de Janeiro, Thos A Newhall & Sons.
Bark F Lennig, Sumner, New Orleans, Pettit, Martin & Co.
Brig Guisittera, Visser, Pernambuco and a market, Welsford & Willson.
Brig Saml Small, Winslow, Boston, L Audenried & Co.
Brig Bonaparte, Small, Amesbury Point, do
Schr Sharon, Thurlow, Newburyport, do
Schr Empire, Adams, Pawtucket, do
Schr A Hammond, Paine, Boston, do
Schr Henry Cole, Hazleton, Roxbury, do
Schr D M Meservie, Stedman, Pawtucket, do
Schr Jos Porter, Yates, Providence, do
Schr A H Brown, Endicott, do do
Schr D Trowbridge, Scofield, Washington, do
Schr John L Redner, Endicott, do do
Schr Boston, Brower, Providence, do
Schr Ella Cannon, Sayre, Black Rock, do
Schr Triumph, Artis, East Cambridge, do
Schr W W Marcy, Buck, Saugus, Blakiston & Cox.
Schr Sophie Ann, Smith, East Cambridge, do
Schr W P Cox, Houck, do do
Schr J M Baylis, Brooker, Providence, do
Schr Clara, Green, Boston, do
Schr Harrison Price, Chambers, Boston, do
Schr Sarah, Parry, New Bedford, do
Schr W. A. Dubois, Newcomb, Orleans, via Delaware City, L Audenried & Co.
Schr S Strong, Hawkins, Wilmington, NC, D S Stetson & Co.
Schr Alabama, Vangilder, Salem, Mass, L Rothermel & Co.
Str H L Gaw, Her, Baltimore, A Groves, Jr.

[Correspondence of The Press.]
HAVRE DE GRACE, June 27, 1859.

The Wyoming left here this morning with 9 boats in tow, laden and consigned as follows:

John Durell, lumber to C & D S Cadwalader; F J Burrows and Agnes Amanda, do to Norcross & Sheets; Wm H Young, do to John Craig; Frank Fidler, Francis E, Rebecca Ann, and L Oleason, coal to Delaware City; T Hunt, do to Elkton.

(Correspondence of the Press.)
READING, June 26, 1859.

The following boats from the Union Canal passed into the Schuylkill Canal to-day, bound to Philadelphia, laden and consigned as follows:

B B Bailey & Son and Verdilla Seabold, lumber to B T Jenney; Virginia, do to U Gregory; White Squall, do to Jefferson John; Owen Hoffman, do to Henry Beaver; G Weltzebarger, do to M Trump & Son; Young America, do to Malone & Taylor; Wm F Fisher and Union, grain to Humphries, Hoffman & Wright; Genesee Mills and Baltic, pig iron to Cabeen & Co; Trenton, do to E & G Brooke; Vesuvius, iron ore to do; Miltonburg Iron Works, bar iron to Perot & Bro; J A Lemon, grain to A G Cattell; B S Reed, do to P Barnes.

[BY TELEGRAPH.]
(Correspondence of the Philadelphia Exchange.)
CAPE ISLAND, June 27, 7 P. M.

The bark Isaac R Davis, from Cardenas, and several schrs went to sea to-day. Wind S—weather fine.

Yours, &c. THOS. B. HUGHES.

MEMORANDA.

Steamship Vanderbilt, Lefevre, from New York, arrived at Southampton 14th inst, and sailed for Havre.

Steamship Borussia, Trautman, from New York, at Cowes 13th inst, and proceeded to Hamburg.

Steamship Weser, Gatzen, from New York, arrived at Bremen 10th inst.

Steamship Canada, Lang, from Boston, arrived at Liverpool 11th inst.

Steamship Washington, Walsh, from New York, at Panama June 12, and sailed 13th for San Francisco.

Ship St Patrick, Fales, entered for loading at Liverpool 10th inst. for Philadelphia.

Ship Wallace, Lane, for Philadelphia, entered for loading at Liverpool 10th inst.

Ships Moonlight, Baker, from San Francisco for Teekalet, and Horsburg, Oakes, from do for Seabeck, arrived at Port Townsend, W. T., 11th ult.

Ship Morning Glory, Hobbs, from Steilacoom for Callao, cleared at Port Townsend 23d ult.

Ship Susan L Fitzgerald, Green, for Baltimore, sailed from Valparaiso May 3.

Ship Ann E Brooks, Thompson, cleared at N Orleans 20th inst. for London, with 925 hhds tobacco and 18,000 staves.

Ship Siam, Rice, from Boston May 8 for Honolulu, was spoken May 19, lat 38 42, long 42 12.

Ship Argo, Ballard, from San Francisco, at Honolulu April 21st, and sailed May 4 for Jarvis Island.

Ship Sarah Marsh, Stover, from New York, arrived at Callao previous to May 26.

Ship Norseman, Haskell, from Boston, at Valparaiso, and sailed previous to April 28 for Callao.

Ship Ringleader, Matthews, from Foo-chow-foo, entered inward at London 18th inst.

Ship Isaac Bell, Johnson, from Antwerp for Venice, put into Trieste 2d inst, being prevented by the French fleet from entering her port of destination.

Bark Rienzi, Scaling, from New York Oct 27, arrived at Valparaiso April 8.

Bark J B Lancaster, from Port Townsend, at San Francisco 24th ult, was in contact the night of the 22d ult, 100 miles north of Point Reyes with the bark Mallory, from San Francisco for Puget Sound; lost jibboom, bowsprit, cutwater, and all the head stays.

Bark G W Hall, Titus, from Palermo, at Gibraltar 3d inst, and cleared for Philadelphia.

Bark May Queen, Kirwan, sailed from Baltimore 25th inst. for Rio de Janeiro.

Brig Golden Lead, Johnson, hence at Aspinwall 9th instant.

Schrs Neptune, Smith, and America, Morris, hence for New Haven; Julia, Harding, and Mary Haley, Haley, do for Boston; Elliott, Weaver, do for ——; Island Belle, Sherman, do for New Bedford, and M Nichols, Sawer, do for Portland, at New York 26th inst.

Schrs Montezuma, Rainer, L Phleger, Chance, and sloop Elizabeth & Rebecca, Davis, cleared at Baltimore 25th inst for Philadelphia.

The bark Rienzi, noticed above as having arrived at Valparaiso, sailed from New York at the same time the ship Manitou, of Philadelphia, sailed for San Francisco. Some hopes are therefore entertained that the M may yet be heard from.

Notices.

NOTICE.—Sealed Proposals, endorsed "Proposals for alterations at the Southeast School House, FRONT Street, below Pine, Fifth Section," will be received by the undersigned until SATURDAY, July 2, 1859, at 11 o'clock A. M.

The plans and specification of the alterations can be seen at the office of the Controllers of Public Schools, southeast corner of SIXTH and ADELPHI Streets.

By order of the Committee on Property.
ROBERT J. HEMPHILL,
je27-3t Secretary Controllers of Public Schools.

DEPARTMENT FOR SUPPLYING THE CITY WITH WATER. Office S. W. cor. FIFTH and CHESTNUT Streets.
PHILADELPHIA, June 24th, 1859.

The attention of WATER RENTERS is called to the following notice:

"REGULATIONS AND PENALTIES.—Extract from Ordinances Regulating the Department of Water: WATER RENTS are payable annually, in advance, on the second MONDAY of January. On the 1st of April FIVE PER CENT. will be added on all unpaid rents, and on the 1st of July after, an additional TEN PER CENT.; and all premises upon which the rents and charges remain unpaid on the 1st of September, will be deprived of the water, and the amount sued for, with two dollars added for the expense of cutting off; and all premises in arrears will be deprived of the water until the same is paid.

W. J. P. WHITE,
je25-3t Register.

OFFICE PHILADELPHIA GAS WORKS.—JUNE 1st, 1859.—PROPOSALS will be received at this Office until NOON of the 1st JULY next, for the sale, to the Trustees of the Philadelphia Gas Works, of Stock in the Germantown Gas Works; in the Richmond Gas Works; and in the Southwark and Moyamensing Gas Works; to be used as investments for the Sinking Funds of the said Works.
je4-tjy1 WM. FENNELL, Cashier.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY.
PHILADELPHIA, 3d June, 1859.

The Rates of Freight and Tolls on Coal transported by this Company, will be as follows, from 1st July, until further notice:

	Mount Carbon.	Schuyl'l. Haven.	Auburn.	Port Clinton.
To Richmond	1 50	1 45	1 35	1 30
Philadelphia	1 50	1 45	1 35	1 30
Inclined Plane	1 50	1 45	1 35	1 30
Nicetown	1 50	1 45	1 35	1 30
Germantown R. R.	1 50	1 45	1 35	1 30
Falls of Schuylkill	1 50	1 45	1 35	1 30
Manayunk	1 50	1 45	1 35	1 30
Spring Mills	1 35	1 30	1 20	1 20
Conshohocken & Plym'th R. R.	1 35	1 30	1 20	1 20
Rambo's and Potts and Jones	1 30	1 25	1 15	1 10
Norristown or Bridgeport	1 30	1 25	1 15	1 10
Port Kennedy	1 25	1 20	1 10	1 10
Valley Forge	1 25	1 20	1 10	1 10
Phœnixville	1 15	1 10	1 00	1 00
Royer's Ford	1 15	1 10	1 00	1 00
Pottstown	1 15	1 10	1 00	1 00
Douglassville	1 15	1 10	1 00	1 00
Birdsboro'	1 10	1 05	95	95
Reading	95	90	80	80
Between Reading & Mohrsville	95	90	80	80
Mohrsville	95	90	80	80
Hamburg	95	90	80	80
Orwigsburg	95	90		

By order of the Board of Managers.
je4-d1m W. H. M'ILHENNEY, Secretary.

SPECIAL NOTICE.—Dealers in Goodyear's Patent for Vulcanized Rubber Suspenders, Braids, Webs, and all other Fabrics and articles made by combining fibrous substances with threads or sheets of vulcanized rubber are notified that unless the same are properly stamped or labelled with my name, and by my authority, they cannot be legally disposed of in the United States. Merchants and dealers are invited to examine specimens now in store, and to give their orders for the Spring Trade to the undersigned, EXCLUSIVE OWNER OF THE TITLES AND EXCLUSIVE RIGHTS IN THE PATENT for these goods, which embrace all the styles heretofore manufactured or imported, and many others.

ALSO, LICENSES TO MANUFACTURE AND SELL—and the Terms—may be obtained on application to me at No. 28 COURTLANDT Street, N. Y.
n24-1 HORACE H. DAY.

Medicinal.

R. R. R.

NO MORE PAIN,
NO MORE SICKNESS.
NO MORE RHEUMATISM,
Or Stiffness of the Joints, Lumbago, Headaches, Toothaches, or Suffering from other Bodily Infirmities.

THE RAPID AND COMPLETE EFFICACY OF RADWAY'S READY RELIEF, IN INSTANTLY STOPPING THE MOST EXCRUCIATING PAINS AND ACHES, BURNS, SCALDS, CUTS, WOUNDS, BRUISES, &c., &c.,

renders it important that every family keep a supply of it in the house.

Armed with this remedy, a household is always protected against sudden attacks of sickness. Thousands of lives of persons have been saved by its timely use, who were suddenly seized in the night time with Cramps, Spasms, Vomiting, Cholera, Yellow Fever, and other violent diseases. Let a dose of this Remedy be taken internally, as the case may require, when suddenly seized with Pain or Sickness, and it will instantly relieve the patient from pain, and arrest the disease.

RADWAY'S READY RELIEF HAS CURED

RHEUMATISM	In four hours.
NEURALGIA	In one hour.
CRAMP	In ten minutes.
DIARRHŒA	In fifteen minutes.
TOOTHACHE	In one minute
SPASMS	In five minutes.
SICK HEADACHE	In ten minutes.
CHILLS AND FEVER	In fifteen minutes.
CHILBLAINS	In fifteen minutes.
INFLUENZA	In six hours.
SORE THROAT	In ten minutes.
BURNS	In twenty minutes.
FROST BITES.	
AGUE CHEEK.	
PARALYSIS.	
LAMENESS.	

AND IN ALL CASES OF BRUISES, WOUNDS, STRAINS, and SPRAINS,

The moment it is applied to the injured parts, all PAIN AND UNEASINESS CEASE.

Look out for counterfeits and imitations.
Purchase only RADWAY'S READY RELIEF.
Price 25 cents, 50 cents, and $1 per bottle.
Agents in this city: DR SWAYNE & SONS, W. B. ZIEBER, T. R. CALLENDER.
my3-tuf3m

WILTBERGER'S CARMINATIVE for the cure of Cholera Infantum Bowel complaints, accompanied with vomiting. In almost every instance where used, last summer, it gave speedy relief. It contains neither opium nor laudanum, and can be given to the smallest child with perfect safety. For sale at A. WILTBERGER'S Drug Store, No. 233 North SECOND Street; E. R. EVANS, 338 South SECOND Street; and Dr. HERSHEY'S, FOURTH and GEORGE Street. je23-12t

NEURALGIA.—The following testimony is from a well-known citizen of Philadelphia, in reference to TROXELL'S NEURALGIA SALVE:

"I have been afflicted with severe Neuralgia for upwards of twenty years. Have tried Allopathic and Homœopathic physicians, and every other remedy that was suggested, and could get no relief. I was induced to try this salve, and after using less than one box, I found immediate relief. The pain all left me, and I have had no return of it. I voluntarily and cheerfully recommend it, (and have done so,) to those similarly afflicted, that they may know where to find relief. It is the only and sure remedy, for I have tested it.

JAMES FETTERS, Master Drayman, No. 927 North Fifth street, Phila."

For sale, wholesale and retail, at S. W. corner SIXTH and PARRISH streets, and at T. R. CALLENDER & Co.'s, N. W. corner Third and Walnut sts. ap20-tf

SCROFULA, WHITE SWELLING, TETTER, SCALD HEAD, And all Eruptions of the Skin, are radically and permanently cured by THE IMPERIAL DEPURATIVE.

SCROFULA AND WHITE SWELLING, though obstinate and stubborn diseases, and resisting all ORDINARY REMEDIES, do not fail to yield under the unequalled curative and healing properties of the IMPERIAL DEPURATIVE.

One or two bottles will convince the most skeptical.

TETTER has proved the greatest stumbling block to the ordinary remedies of the day. Local applications alone do no good, and often do MUCH HARM. The disease must be eliminated thoroughly from the system in order to effect a complete cure, and it is this radical action of the well-known IMPERIAL DEPURATIVE in expelling all vitiated matter from the blood that has induced so many to pronounce it the GREAT SPECIFIC for TETTER, &c.

THE IMPERIAL DEPURATIVE WILL CURE TETTER, and all diseases originating in IMPURITIES OF THE BLOOD.

TRY ONE BOTTLE.

Prepared and sold by MACNICHOL & BRO., Late Lounsbury & Co., No. 50 North FIFTH Street, Philadelphia.
jell-stuth 8m

SIMES'S PURE COD-LIVER OIL, PERFECTLY SWEET AND PALATABLE, manufactured at Newfoundland for the Proprietors, from fresh and healthy livers, by steam, at a low temperature, thus preserving the sweetness and purity of the Oil, while the natural fishy flavor is perfectly covered, and the Oil rendered palatable and agreeable to the taste.

The Proprietors of this Oil spare no expense in having their Oil properly prepared at Newfoundland, the only place where the Gadus merrhua is found in abundance. The true Oil is frequently impaired by admixture with oil from other species of the Gadus family, and only that coming from the "Banks" can be relied upon as the genuine.

Our Oil has been analyzed, and pronounced to be pure and the perfection of fine quality—characteristics which enable it to maintain its superiority over all other kinds.

Prepared and for sale, Wholesale and Retail, by HASSARD & CO.,
mh19-tf TWELFTH and CHESTNUT, Philad'a.

Legal Notices.

IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
AUGUST CLEMENS, to use of himself, and B. SELTZER vs. DAVID ADAMS. Vend. Ex. March, 1859, No. 940.

The Auditor appointed by the said Court to distribute the fund in Court arising from the sale under the above writ of No. 1: All that certain three-story brick messuage or tenement, and lot or piece of ground whereon the same is erected, situate on the west side of Franklin street, at the distance of 133 feet 1½ inches northward from the north side of Poplar street, in the Twentieth ward of the city of Philadelphia, containing in front or breadth on the said Franklin street 25 feet, and extending in length or depth westward of that width, at right angles with said Franklin street, 118 feet 9½ inches, bounded northward and westward by ground late of Stephen E. Fotteral, deceased, southward by ground granted to Theophilus Filler on ground rent, and eastward by Franklin street aforesaid.

No. 2. All that certain lot or piece of ground, with the four-story brick building thereon erected, situate on the southeast corner of Rachel and Laurel streets, in the Sixteenth ward of the City of Philadelphia, composed of three contiguous lots, numbered and marked 12 B 13 B, and 14 B on a plan of division of a larger lot between Mary R. Budd, James U. Budd, John B. Budd, and John Britton, Jr., annexed to the return made by the Sheriff to the Court of Common Pleas of the City of Philadelphia, in March Term, 1807. Beginning at the said corner, thence southward along the east side of the said Rachel street 78 feet 7½ inches; thence eastward at right angles with the said Rachel street 58 feet 7¾ inches; thence northward parallel with the said Rachel street 84 feet 9½ inches to the south side of Laurel street aforesaid, and thence westward along the south side of Laurel street 54 feet to the place of beginning. Bounded northward by said Laurel street, westward by said Rachel street, southward by lot No. 21 B, and eastward by lot marked No. 15 B in the said plan, together with the appurtenances.

No. 3. All that certain two-story Brick Messuage or Tenement, and lot or piece of Ground, situate on the east side of Delaware Second street, at the distance of 64 feet 4½ inches northward from the northeast corner of said Second street and Poplar street, in the city of Philadelphia, containing in front or breadth on the said Second street, 21 feet 8 inches, and extending that breadth, in length or depth, eastward of that width, between parallel lines at right angles with the said Second street, 54 feet 10 inches. Bounded northward and eastward by ground conveyed by Robert Kennedy to James Vance; westward by said Second street, and southward by ground conveyed by William W. Kennedy to Mary Hirst. Together with the appurtenances.

Will meet the parties interested, for the purpose of his appointment, at his office, No. 416 WALNUT street, Philadelphia, on WEDNESDAY, July 6, 1859, at 4 P. M., when and where all persons interested are required to present their claims, or be debarred from coming in on said fund.

CHARLES S. PANCOAST,
je24-10t Auditor.

IN CHANCERY OF NEW JERSEY.
Joshua Rawnsley and others, Complainants, and The Trenton Mutual Life and Fire Insurance Company, Defts. — On Bill, &c.

In pursuance of an order made by the Chancellor in the above-stated cause, dated the third day of December, A. D. 1858, the creditors of the above-named Insurance Company are hereby notified that they are required to present to the subscriber, residing at Trenton, New Jersey, and prove before him, under oath or affirmation, or otherwise, as he shall direct, their several claims and demands against said Company, within six months from the date of said order, or that they will be excluded from the benefits of such dividends as may be made and declared by said Court.

JAMES WILSON,
fe22-tu 6m Master in Chancery.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
Estate of CHRISTOPHER WILKINSON, Deceased.

The Auditor appointed to audit, settle, and adjust the account of JAMES P. WILKINSON and HENRY KNAUFF, Executors, and to make distribution of the balance in the hands of the accountants, will meet the parties in interest, for the purposes of his appointment, on FRIDAY, the 1st of July, 1859, at his Office, 411 CHESTNUT Street, Philadelphia, at 4 o'clock P. M. [je13-stuth-5t] WM. D. KELLEY, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA
Estate of GEORGE BLOOM, formerly of Roxborough, Deceased.

The Auditor appointed by the Court to audit, settle and adjust the first and final account of JOHN TIBBEN, Administrator de bonis non of GEORGE BLOOM, deceased, and to make distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on MONDAY, June 27th, 1859, at 3 o'clock P. M., at No. 134 South SIXTH Street, in the city of Philadelphia.
je18-thstu6t WASH. L. BLADEN, Auditor.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
The account of WILLIAM J. SAVIDGE, Guardian of the Estate of WILLIAM F. SAVIDGE.

The Auditor appointed by the Court to audit and adjust the foregoing account, and to make distribution of the balance in the hands of the accountant, will meet the parties interested for that purpose, at his office, S. E. corner FIFTH and LIBRARY Streets, in the city of Philadelphia, on the 21th day of JUNE, 1859, at 4 o'clock in the afternoon.
je16-thstu6t* AMOS BRIGGS, Auditor.

Saving Funds.

FIVE PER CENT. SAVING FUND.—PHILADELPHIA SAVINGS AND LOAN COMPANY, N. E. corner of CHESTNUT and TENTH Streets, PHILADELPHIA.

CHARTERED BY THE STATE OF PENNSYLVANIA. AUTHORIZED CAPITAL, $500,000.
MONEY IS RECEIVED DAILY, In sums from One Dollar upwards.
FIVE PER CENT. INTEREST Is paid from the day of deposit, until withdrawn.
Any sum can be withdrawn on demand, by Checks or otherwise.
OFFICE OPEN DAILY, From 9 to 4; and on TUESDAY EVENINGS, from 8 to 9.
This Company has a large paid up Capital as a Security to Depositors.
This Institution paid all its Demands in full During the Bank Suspension.

JOHN MILLER, President.
JOS. W. SOUDER, Vice Pres't.
J. L. HUTCHINSON, Sec'y. mh26-d3m

"A little, but often, fills the Purse."

FRANKLIN SAVING FUND—No. 136 South FOURTH Street, between Chestnut and Walnut, Philadelphia, pays all deposits on demand.

Depositors' money secured by Government, State, and City Loans, Ground Rents, Mortgages, &c.

This Company deems safety better than large profits, consequently will run no risk with depositors' money, but have it at all times ready to return with 5 per cent. interest to the owner, as they have always done. This Company never suspended.

Females, married or single, and Minors can deposit in their own right, and such deposits can be withdrawn ONLY by their consent.

Charter perpetual. Incorporated by the State of Pennsylvania, with authority to receive money from trustees and executors.

LARGE AND SMALL SUMS RECEIVED.

Office open daily from 9 to 3 o'clock, and on Wednesday and Saturday evenings until 8 o'clk.

DIRECTORS.
Jacob B. Shannon, Cyrus Cadwallader, John Shindler, George Russell, Malachi W. Sloan, Edward T. Hyatt, Lewis Krumbhaar, Henry Delany, Nicholas Rittenhouse, Nathan Smedley, Jos. H. Satherthwaite, Ephraim Blanchard, Joseph W. Lippincott.

JACOB B. SHANNON, President.
CYRUS CADWALLADER, Treasurer.
d13-y

"To be thrifty is to be respected."
"A frugal man makes the best of Citizens."
"A Dollar saved is twice earned."

SAVING FUND—FIVE PER CENT. INTEREST.—NATIONAL SAFETY TRUST COMPANY, WALNUT Street, Southwest corner of THIRD, Philadelphia.

INCORPORATED BY THE STATE OF PENNSYLVANIA.

Money is received in any sum, large or small, and interest paid from the day of deposit to the day of withdrawal.

The office is open every day from 9 o'clock in the morning till 5 o'clock in the evening, and on Monday and Thursday evenings till 8 o'clock.

HON. HENRY L. BENNER, President.
ROBERT SELFRIDGE, Vice President.
WM. J. REED, Secretary.

DIRECTORS.
Hon. Henry L. Benner, F. Carroll Brewster, Edward L. Carter, Joseph B. Barr, Robert Selfridge, Francis Lee, Saml. K. Ashton, Joseph Yerkes, C. Landreth Munns, Henry Diffenderffer.

Money is received and payments made daily.

The investments are made, in conformity with the provisions of the Charter, in Real Estate Mortgages, Ground Rents, and such first-class securities as will always insure perfect security to the depositors, and which cannot fail to give permanency and stability to this Institution. aul-1y

SAVING FUND.—UNITED STATES TRUST COMPANY, corner of THIRD and CHESTNUT Streets.

Large and small sums received, and paid back on demand without notice, with FIVE PER CENT. INTEREST from the day of deposit to the day of withdrawal.

Office hours, from 9 until 5 o'clock, every day, and on MONDAY EVENINGS from 7 until 9 o'clock.

DRAFTS for sale on England, Ireland, and Scotland from £1 upwards.

President—STEPHEN R. CRAWFORD.
Treasurer—PLINY FISK.
Teller—JAMES R. HUNTER. sel1-1y

SPRING GARDEN SAVING FUND SOCIETY OF PHILADELPHIA.
Office, No. 331 North THIRD Street, (Consolidation Bank Building.)
CHARTERED BY THE LEGISLATURE OF PENNSYLVANIA.

Deposits received in sums of One Dollar and upwards, and repaid in Gold, without notice, with FIVE PER CENT. INTEREST from the day of deposit till withdrawn.

A responsible and reliable Savings Institution has long been needed in the Northern part of the city, and "The Spring Garden Saving Fund Society" was chartered by the Legislature of Pennsylvania to supply this necessity. The Managers, in organizing and locating it, have been governed wholly by a desire to accommodate the business interests and wants of the very large and enterprising population by which it is surrounded.

OFFICE OPEN DAILY, From 9 to 2½ o'clock; also, on MONDAY and THURSDAY from 5 until 8 o'clock in the evening.

MANAGERS:
Frederick Klett, Stephen Smith, John P. Levy, Hon. H. K. Strong, Daniel Underkoffer, Frederick Staake, Francis Hart, Joseph P. LeClere, John Kessler, Jr., George Knecht, James S. Pringle, Jacob Dock, Joseph M. Cowell, Hon. Wm. Millward, George Woelpper, Geo. T. Thorn, Peter C. Ellmaker, Robert B. Davidson.

JAMES S. PRINGLE, President.
FRANCIS HART, Secretary. ja20-tf

Business Cards.

OFFICE OF "THIRTEENTH AND FIFTEENTH-STREETS PASSENGER RAILWAY COMPANY OF PHILADELPHIA." Room No. 4 FALLON'S BUILDINGS, 520 WALNUT Street. aly14-tf

THE ADAMS EXPRESS CO., OFFICE 320 CHESTNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own Lines, or in connection with other Express Companies, to all the principal towns and cities of the United States.
E. S. SANDFORD, aul-tf General Superintendent.

ALEX. McKINNEY, ATTORNEY AT LAW, GREENSBURG, PA., Will practise in Westmoreland, Armstrong, and Indiana counties. sell-tf

AUGUST BELMONT, BANKER, 76 BEAVER STREET, Issues Letters of Credit for Travellers, available in all parts of the world, through the Messrs. Rothschilds of Paris, London, Frankfort, Naples, and Vienna, and their Correspondents. my1-6m

WOOD, COAL, AND KINDLING WOOD. JANNEY & YEAGER, COATES-STREET WHARF.

Have constantly on hand a large and superior article of PINE, OAK, and HICKORY WOOD; and, having completed our arrangements, are now prepared to saw the WOOD BY STEAM-POWER. We have also on hand a superior quality of LEHIGH COAL, of all sizes, selected with care. Dealers and Consumers will find it greatly to their advantage to purchase Kindling Wood of us. je8-3m

BI-CARB. SODA.—100 kegs for sale by WETHERILL & BROTHER, Nos. 47 and 49 N. SECOND street. je2

Railroad Lines.

NEW WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.

On and after MAY 30th, 1859, the Trains will leave Philadelphia, from the Station, N. E. corner of EIGHTEENTH and MARKET Streets, at 7 and 11 A. M., and 2, 4.30, and 6.15 P. M.

Leave West Chester, from the Station, on EAST MARKET Street, at 6.30, 8.30, and 11.30 A. M., and 2 and 5.45 P. M.

ON SUNDAYS.—Leave Philadelphia at 8 A. M., and 2 P. M. Leave West Chester at 7.30 A. M., and 5.15 P. M.

HENRY WOOD,
my23-tf General Superintendent.

FOR THE SEA SHORE.
SUMMER ARRANGEMENT.
CAMDEN AND ATLANTIC RAILROAD.
ONLY TWO AND A HALF HOURS TO THE SEA SHORE.

On and after SATURDAY, May 21st, and until further notice, three daily trains to Atlantic and return, (Sundays excepted:)

First, Mail Train, leaves Vine-street Ferry ... 7.30 A. M.
Second, Express, " " ... 4.00 P. M.
(Stopping only for wood and water.)
Freight Train, (with Passenger Car attached) ... 4 35 A. M.
Accommodation Train, (Egg Harbor,) leaves Vine-street ... 4.50 P. M.

LEAVES ATLANTIC CITY.
First, Express, Train leaves ... 6.00 A. M.
Second, Mail, " ... 4.40 P. M.
Freight, " ... 12.10 A. M.
Accommodation Train leaves Egg Harbor ... 6.00 A. M.

HADDONFIELD ACCOMMODATION.
Leaves Cooper's Point ... 11.00 A. M.
Leaves Haddonfield ... 1.00 P. M.
Leaves Cooper's Point ... 2.00 P. M.
Leaves Haddonfield ... 3.00 P. M.

Fare to Atlantic, when Tickets are purchased before entering the cars ... $1 80
Round Trip Tickets, good for two days, on any regular train ... $2 50

On and after July 2d, and every Saturday through the Summer, the Egg Harbor Accommodation Train will run through to Atlantic, and return early on Monday morning.

Freight must be delivered at Cooper's Point by 1 P. M.

The Company will not be responsible for any goods until received and receipted for by their Freight Agent at the Point.

my19-dsep1 JOHN G. BRYANT, Agent.

PHILADELPHIA AND READING RAILROAD, MORNING LINE, for POTTSVILLE, READING and HARRISBURG.

Leaves the Depot, at corner of BROAD and VINE Streets, at 7.30 A. M., DAILY, (Sundays excepted,) for POTTSVILLE, HARRISBURG, and all intermediate points, connecting at Harrisburg with trains running to Pittsburg, Chambersburg, Carlisle, Sunbury, &c.

AFTERNOON LINES
Leave at 3.30 P. M., DAILY, for POTTSVILLE and HARRISBURG.
At 4.45 P. M., DAILY, (Sundays excepted,) for READING, and intermediate points.

ap18 W. H. McILHENNEY, Agent.

NOTICE.—CHESTER VALLEY RAILROAD.—PASSENGER TRAINS FOR DOWNINGTOWN AND INTERMEDIATE STATIONS.—On and after 1st January, 1859, the Passenger Trains for DOWNINGTOWN, will start from the Passenger Depot of the Philadelphia and Reading Railroad Company, corner of BROAD and VINE streets.

MORNING TRAIN for Downingtown, leaves at 7.30 A. M.
AFTERNOON TRAIN for Downingtown, leaves at 4.45 P. M.
DAILY (Sundays excepted.)

By order of the Board of Managers of the Philadelphia and Reading Railroad Company.
d30 W. H. McILHENNEY, Secretary.

PHILADELPHIA AND ELMIRA RAILROAD LINE—QUICKEST ROUTE to Elmira, Wilkesbarre, Buffalo, Chicago, Rock Island, Niagara Falls, Milwaukee, Burlington, Montreal, St. Pauls, Detroit, Dunleith, and St. Louis.

Passenger trains will leave the Philadelphia and Reading Railroad Depot, corner BROAD and VINE Streets, daily, (Sundays excepted,) as follows:

7 30 A. M., DAY EXPRESS,
For Elmira, Niagara Falls, Buffalo, Detroit, Chicago, Milwaukee, Rock Island, Galena, St. Pauls, Burlington, and St. Louis.

3 30 P. M., NIGHT EXPRESS,
For Elmira, Niagara Falls, Buffalo, Detroit, Chicago, Milwaukee, Rock Island, Galena, St. Pauls, Burlington, and St. Louis.

The 7.30 A. M. and 3.30 P. M. trains run through to HARRISBURG, stopping at all Stations on the Lebanon Valley Branch.

The 7.30 A. M. train connects at Rupert, for Wilkesbarre, Pittston, Scranton, and all stations on the LACKAWANNA AND BLOOMSBURG RAILROAD.

Baggage checked to Elmira, Buffalo, and Suspension Bridge.

Tickets can be procured at the Philadelphia and Elmira Railroad Line's Ticket Office, Northwest corner of SIXTH and CHESTNUT Streets, and at the Passenger Depot, corner BROAD and VINE.

THROUGH EXPRESS FREIGHT TRAIN
Leaves the Depot, Broad street, below Vine, daily, (Sunday excepted,) for all points West and North, at 5 P. M.

Freights must be delivered before 3 P. M. to insure going the same day.

For further information, apply at Freight Depot, Broad, below Vine, Or to CHAS. E. TAPPEN, General Agent, N. W. corner Sixth and Chestnut Streets, Philadelphia.
oc1-tf

THROUGH TICKETS TO THE SOUTH AND SOUTHWEST, VIA PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

Through tickets can now be procured at the offices of this Company to the following points:

Washington, D. C.	Knoxville, Tenn.
Richmond, Va.	Nashville, Tenn.
Petersburg, Va.	Chattanooga, Tenn.
Norfolk, Va.	Grand Junction, Tenn.
Weldon, N. C.	Memphis, Tenn.
Wilmington, N. C.	Huntsville, Ala.
Charleston, S. C.	Dalton, Ga.
Augusta, Ga.	
Savannah, Ga.	
Macon, Ga.	
Columbus, Ga.	
Atlanta, Ga.	
Mobile, Ala.	
New Orleans, La.	

Baggage checked to all the above points.

The steamship ISABEL leaves CHARLESTON for HAVANA, on the 4th and 18th of each month, and offers a very desirable route to passengers for the latter port, avoiding Cape Hatteras.

For tickets, or information, apply at the offices of the Company in

NEW YORK — 229 BROADWAY, or N. J. R. R., foot of COURTLANDT Street.
PHILADELPHIA — N. W. cor. SIXTH and CHESTNUT Streets, or BROAD and PRIME Streets.

S. M. FELTON, President.
PHILA., April 1, 1859. mh25-3m

SPRING ARRANGEMENT. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

On and after MONDAY, April 11th, 1859.
PASSENGER TRAINS LEAVE PHILADELPHIA,
For Baltimore at 8.15 A. M., 12 noon, (Express,) and 11 P. M.
For Chester at 8 15 A. M., 12 noon, 4.30, and 11 P. M.
For Wilmington at 8.15 A. M., 12, 4 30, and 11 P. M.
For New Castle at 8.15 A. M., and 4 30 P. M.
For Middletown at 8.15 A. M., and 4.30 P. M.
For Dover at 8.15 A. M., and 4 30 P. M.
For Seaford at 8.15 A. M., and 4 30 P. M.

TRAINS FOR PHILADELPHIA
Leave Baltimore at 8.30 A. M., (Express,) 9.30 A. M., and 5.05 P. M.
Leave Wilmington 6.55 A. M., and 9.20 A. M., 12.44, and 8.20 P. M.
Leave New Castle at 8.45 A. M., and 7.40 P. M.
Leave Middletown at 7 50 A. M. and 6.34 P. M.
Leave Dover at 6 50 A. M., and 5.25 P. M.
Leave Seaford at 5.15 A. M., and 2 45 P. M.
Leave Chester at 7.44, 9.50 A. M., 1.30, and 9 P. M.
Leave Baltimore for Seaford and Delaware Railroad at 8.30 and 9 30 A. M.

TRAINS FOR BALTIMORE.
Leave Chester at 8.45 A. M., 12.28 and 11 30 P. M.
Leave Wilmington at 9 20 A. M., 12 55 P. M., and 12.15 A. M.

SUNDAYS
Only at 11 P. M., from Philadelphia to Baltimore.
Only at 5 05 P. M., from Baltimore to Philadelphia.

FREIGHT TRAIN, with PASSENGER CAR attached, will run as follows:
Leave Philadelphia for Perryville and intermediate places, at 5.45 P. M.
Leave Wilmington for Perryville and intermediate places at 7.25 P. M.
Leave Havre de Grace for Baltimore and intermediate places at 6.40 A. M.
Leave Baltimore for Havre de Grace and intermediate places at 5 35 P. M.
Leave Wilmington for Philadelphia and intermediate places at 5 40 P. M.

ap9 S. M. FELTON, President.

1859. 1859.

SUMMER ARRANGEMENT—NEW YORK LINES. THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD CO.'S LINES, FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

FROM WALNUT-STREET WHARF,

Will leave as follows, viz:	FARES.
At 6 A. M., via Camden and Amboy, C. & A. Accommodation	$2 25
At 6 A. M., via Camden and Jersey City, (New Jersey) Accommodation	2 25
At 9 A. M., via Camden and Jersey City, Morning Mail	3 00
At 11 A. M., by Steamboat, via Tacony and Jersey City, Morning Express	3 00
At 2 P. M., via Camden and Amboy, C. & A. Express	3 00
At 3½ P. M., by Steamboat, via Tacony and Jersey City, Evening Express	3 00
At 3½ P. M., by Steamboat, via Tacony and Jersey City, 2d Class Ticket	2 25
At 6 P. M., via Camden and Jersey City, Evening Mail	3 00
At 11 P. M., via Camden and Jersey City, Night Mail	2 25
At 2½ P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)—1st Class Ticket	2 25
2d Class Ticket	1 50
At 6 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)—1st Class Ticket	2 25
2d Class Ticket	1 75

The 6 P. M. Mail Line runs daily. The 11 Night Mail, Saturdays excepted.

Express Lines stop at Principal Stations only.

For Belvidere, Easton, Flemington, &c., at 6 A. M. and 3½ P. M.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, &c., at 6 A. M., via Delaware, Lackawanna, and Western Railroad.

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

For Mount Holly, at 6 and 9 A. M., and 2½, 4½ and 5 P. M.

WAY LINES
For Bristol, Trenton, &c., at 3½ and 4½ P. M. from Walnut-street wharf.
For Palmyra, Delanco, Beverly, Burlington, Bordentown, &c., at 1 and 2½ P. M.
Steamboat Richard Stockton, for Tacony at 11 A. M., and for Bordentown and intermediate places at 3½ P. M.
Steamboat John Neilson, for Tacony at 6½ A. M., and for Bristol, Burlington and intermediate places, at 12 M. and 4½ P. M.

Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond $100, except by special contract.

June 1 WM. H. GATZMER, Agent.

CARD.—MAREUIL-SUR-AY (CHAMPAGNE), JANUARY 16, 1859.—In consequence of the frequent invitations received by me to renew the shipments of my Champagne Wines to the United States, I beg leave hereby to inform my former customers, and the public in general, that I have appointed Messrs. F. C. BROUWER, ANCHER, & CO., Sole Agents in the United States, for the sale of my Champagne Wines. My Wines have been so long and favorably known in the United States, it will be unnecessary to comment on their quality, further than to say that my new shipments will in no way be found inferior to the former ones.

BILLECART SALMON.

BILLECART SALMON'S CHAMPAGNE WINES, both CABINET and VERZENAY, for sale and constantly on hand, in lots to suit purchasers, by F. C. BROUWER, ANCHER, & CO.,
ap27-6m 51 BEAVER Street, New York.

LINENS FOR MEN'S WEAR.—American Linen Company's superior style Brown Linen Coatings, ¾ and ⅞, various shades; Brown and Bleached Linen Ducks, various styles; Brown Linen Drills. A choice assortment of the above Goods now on sample, and for sale by JOSEPH LEA,
d16-tf 128 and 130 CHESTNUT Street.

BALE ROPE AND TWINE.—Manufactured and for sale by WEAVER, FITLER, & CO., No. 23 North WATER Street and 22 NORTH WHARVES. my22

SYRUP MOLASSES.—250 hhds and bbls. New York and Philadelphia Syrup for sale by JAMES GRAHAM & CO., LETITIA street. je11

Railroad Lines.

THE PENNSYLVANIA CENTRAL RAILROAD.
1859. 1859.

THE CAPACITY OF THIS ROAD IS EQUAL TO ANY IN THE COUNTRY.

THREE THROUGH PASSENGER TRAINS BETWEEN PHILADELPHIA AND PITTSBURG,

Connecting direct at Philadelphia with Through Trains from Boston, New York and all points east, and at the Union Depot at Pittsburg with Through Trains for Cincinnati, St. Louis, Cleveland, Chicago, Burlington, St. Paul's, Indianapolis, Louisville, New Orleans, and all intermediate points in Ohio, Indiana, Illinois, Kentucky, Michigan, Wisconsin, Minnesota, Missouri, Kansas, and Nebraska—thus furnishing facilities for the transportation of Passengers unsurpassed for speed and comfort by any other route.

Express and Fast Lines run through to Pittsburg without change of Cars or Conductors.

Smoking Cars are attached to each Train; Woodruff's Sleeping Cars to Express and Fast Trains. The EXPRESS RUNS DAILY; Mail and Fast Lines, Sundays excepted.

Mail Train leaves Philadelphia at 7.15 A. M.
Fast Line " " 11.50 A. M.
Express Train leaves " 10.50 P. M.

WAY TRAINS LEAVE AS FOLLOWS:
Parkesburg Accommodation at 11 A. M.
Harrisburg Accommodation, via Columbia, 2.00 P. M.
Columbia " 4.30 P. M.

Passengers for West Chester will take the Mail, Parkesburg, and Lancaster Trains, at the Pennsylvania Railroad Passenger Station.

Passengers for Sunbury, Williamsport, Elmira, Buffalo, Niagara Falls, and intermediate points, leaving Philadelphia at 7.15 A. M. and 2.00 P. M. go directly through.

Tickets Westward may be obtained at the Office of the Company in Philadelphia, New York, Boston, or Baltimore; and Tickets Eastward at any of the important Railroad Offices in the West; also on board any of the regular Line of Steamers on the Mississippi or Ohio Rivers.

Fare always as low as any other Route.

The completion of the Western connections of the Pennsylvania Railroad to Chicago, makes this the DIRECT LINE BETWEEN THE EAST AND THE GREAT NORTHWEST.

The connecting of tracks by the Railroad Bridge at Pittsburg, avoiding all drayage or ferriage of Freight, together with the saving of time, are advantages readily appreciated by Shippers of Freight and the Travelling Public.

FREIGHTS WESTWARD.

By this Route Freights of all descriptions can be forwarded from Philadelphia, New York, Boston, or Baltimore, to any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by Railroad direct.

The Pennsylvania Railroad also connects at Pittsburg with Steamers, by which Goods can be forwarded to any port on the Ohio, Muskingum, Kentucky, Tennessee, Cumberland, Illinois, Mississippi, Wisconsin, Missouri, Kansas, Arkansas, and Red Rivers; and at Cleveland, Sandusky, and Chicago with Steamers to all ports on the Northwestern Lakes.

Merchants and Shippers entrusting the transportation of their Freight to this Company, can rely with confidence on its speedy transit.

THE RATES OF FREIGHT to any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies.

Be particular to mark packages "via Penna. Railroad."

Merchants in the West ordering goods from the East, will do well to direct them to be shipped by this Route.

For Freight Contracts or Shipping Directions, apply to, or address either of the following agents of the Company:

D. A. STEWART, Pittsburg;

Doyle & Co., Steubenville, O.; H. S. Pierce & Co., Zanesville, O.; J. J. Johnston, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby & Cropper, Portsmouth, O.; Paddock & Co., Jeffersonville, Indiana; H. W. Brown & Co., Cincinnati, O.; Athern & Hibbert, Cincinnati, O.; R. C. Meldrum, Madison, Ind.; William Bingham, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Sass, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. H. H. Koontz, Alton, Ill.; Murphy & Walle, Dubuque, Ill.; or to Freight Agents of Railroads at different points in the West.

Parties attending to their own shipments from the East, will find it to their interest to call on the Agents of the Company at the following places before shipping; or letters addressed to either of them on the subject of freights, will meet with prompt attention.

E. J. SNEEDER, Philadelphia.
MAGRAW & KOONS, 80 North street, Baltimore.
LEECH & CO., 2 Astor House, or 1 S. William st., N. Y.
LEECH & CO., 54 Kilby street, Boston.
H. H. HOUSTON, Gen'l Freight Agent, Phila.
L. L. HOUPT, Gen'l Ticket Agent, Phila.
THOS. A. SCOTT, Gen'l Sup't, Altoona, Pa.
ja3-1y

NORTH PENNSYLVANIA RAILROAD.
SUMMER ARRANGEMENT.

For BETHLEHEM, DOYLESTOWN, EASTON, ALLENTOWN, MAUCH CHUNK, HAZLETON, WILKESBARRE, &c.

On and after MONDAY, May 16th, 1859, Passenger Trains will leave FRONT and WILLOW Streets, Philadelphia, DAILY, (Sundays excepted,) as follows:

For Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Hazleton, &c., (Express) at ... 6 30 A. M.
For Bethlehem, (Express,) at ... 4.00 P. M.
For Doylestown, (Accommodation,) at 8 15 A. M. and 5 P. M.
For Fort Washington, (Accommodation,) at 2 15 P. M. and 6 30 P. M.

TRAINS FOR PHILADELPHIA:
Leave Bethlehem, (Express,) at 8 A. M. and 6 10 P. M.
Leave Doylestown, (Accommodation,) at 6 30 A. M. and 4 P. M.
Leave Fort Washington, (Accommodation,) at 6 30 A. M. and 3 35 P. M.

ON SUNDAYS:
Philadelphia, for Doylestown, at 9 A. M. and 5 P. M.
Doylestown, for Philada., at 6 30 A. M. and 3 45 P. M.

Fare to Bethlehem, $1.50; to Mauch Chunk, $2.60; to Easton $1.50; to Doylestown, 80 cents; to Wilkesbarre, $4.50.

All Passenger Trains (except Sunday Trains) connect at Berks street with Fifth and Sixth-streets and Second and Third-streets Passenger Railroads.

Passengers for Wilkesbarre take 6 30 A. M. Train, and arrive in Wilkesbarre at 7 P. M.

my16 ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.—SUMMER ARRANGEMENTS.—On and after Monday, May 9th, 1859, until further notice.

FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 11½, 12 A. M., 1, 2, 3, 3¼, 4, 5, 5¾, 6, 7, 8, 9, 10, and 11 P. M.
Leave Germantown 6, 7, 7¼, 8, 9¼, 9, 10, 11, A. M., 12¼, 1, 2, 3, 4, 5, 6, 6½, 7¼, 8, 9, 10½ P. M.

ON SUNDAYS.
Leave Philadelphia 9.05 min. A. M., 2, 3, 5, 7¾ and 10 P. M.
Leave Germantown 8.10 min. A. M., 1.10 min., 4, 6¼, and 9¼ P. M.

CHESTNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 9¼, 11, A. M., 2, 3¼, 4, 5¾, 6, 9, 11¼ P. M.
Leave Chestnut Hill 7.10, 7.40, 8.10, 9.40, 11.55 A. M., 12.40, 3.40, 5.40, 7.10, 9.40, 10.10 P. M.

ON SUNDAYS.
Leave Philadelphia 9.05 min. A. M., 2, 5, and 7¾ P. M.
Leave Chestnut Hill 7.50 A. M., 12.50, 5.10 and 8.55 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8.05 min., 10.05 min., 11¼ A. M., 1.05 min., 3.05 min., 4¼, 5¾, 6¼, 11¼ P. M.
Leave Norristown 6, 7, 9, 11 A. M., 1, 3½, 4¼, 5, 6, 7¼ P. M.

ON SUNDAYS.
Leave Philadelphia 9 A. M. and 3 and 4 P. M.
Leave Norristown 7 A. M., and 5 P. M.

FOR MANAYUNK.
Leave Philadelphia 6, 7.05 min., 8.05 min., 9¼, 10.05 min., 11¼ A. M., 1.05 min., 2.05 min., 3.05 min., 4¼, 5¼, 6¼, 9, 11¼ P. M.
Leave Manayunk 6¼, 7¼, 8¼, 9¼, 10¼, 11¼ A. M., 1¼, 3.05 min., 4, 5, 6¼, 8, 9.05 min. P. M.

ON SUNDAYS.
Leave Philadelphia 9 A. M., 3, 4 P. M.
Leave Manayunk 7¼ A. M., 1½, 6¼, 8½ P. M.

H. K. SMITH, General Superintendent,
my7 DEPOT, NINTH and GREEN Sts.

Shipping.

FOR THE SOUTH—CHARLESTON, SAVANNAH, and HAVANA STEAMSHIPS.
KEYSTONE STATE, Captain C. P. Marshman.
STATE OF GEORGIA, Captain John J. Garvin.
ISABEL, Captain Wm. Rollins.

FOR CHARLESTON, S. C.
The U. S. Mail Steamship KEYSTONE STATE, Captain Marshman, having been unavoidably detained, will continue to receive freight until Tuesday, June 28, 12 o'clock, and sail at 5 o'clock P. M.

FOR SAVANNAH, Ga.
The U. S. Mail Steamship STATE OF GEORGIA, Capt. John J. Garvin, will sail on Saturday, July 2, at 10 A. M.

The splendid first-class side-wheel Steamships KEYSTONE STATE and STATE OF GEORGIA now run as above every ten days, thus forming a five-day communication with the South and Southwest.

Goods received and bills of lading signed every day.

At both Charleston and Savannah these ships connect with steamers for Florida, and with railroads, &c., for all places in the South and Southwest, and with the Steamship ISABEL, for Havana, on the 4th and 19th of every month.

FREIGHT REDUCED.
Heavy Freight at an average of 15 per cent. below New York steamship rates.

INSURANCE.
Freight and Insurance on a large proportion of Goods shipped South will be found to be lower by these ships than by sailing vessels.

N. B.—Insurance on all Railroad Freight is *entirely unnecessary*, further than Charleston and Savannah, the Railroad Companies taking all risks from these points.

Cabin Passage to Charleston and Savannah	$15 00
Steerage " "	8 00
Excursion Tickets, good for the present year	30 00
Tickets to Havana	55 00
Through Tickets to New Orleans	39 75
Do Mobile	35 00
Do Montgomery	28 00
Do Albany, Ga	24 00
Do Columbus, Ga	23 00
Do Atlanta, Ga	23 00
Do Macon, Ga	21 00
Do Palatka, Fla	23 00
Do Picolata, Fla	23 00
Do Jacksonville, Fla	21 00
Do Fernandina, Fla	21 00

No bills of lading signed after the ship has sailed.
No freight received on the day of sailing.
For freight or passage apply to
A. HERON, Jr., Southwest corner FOURTH and CHESTNUT.
Agents in Charleston, T. S. & T. G. BUDD.
" Savannah, O. A. GRIMES & CO.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

FROM NEW YORK TO LIVERPOOL.
Chief Cabin Passage ... $130
Second Cabin Passage ... 75
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage ... $110
Second Cabin Passage ... 60

The ships from Boston call at Halifax:

PERSIA, Capt. Judkins,	CANADA, Capt. Lang,
ARABIA, Capt. J. Stone,	AMERICA, Capt. Millar.
ASIA, Capt. E. G. Lott,	NIAGARA, Capt. Anderson,
AFRICA, Capt. Shannon,	EUROPA, Capt. J. Leitch.

These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.

AMERICA, Millar, leaves Boston, Wednesday, June 15
AFRICA, Shannon, " N York, Wednesday, June 22.
EUROPA, Leitch, " Boston, Wednesday, June 29.
PERSIA, Judkins, " N York, Wednesday, July 6.
ARABIA, Stone, " Boston, Wednesday, July 13.
ASIA, Lott, " N York, Wednesday, July 20.
CANADA, Lang, " Boston, Wednesday, July 27.
AFRICA, Shannon, " N York, Wednesday, Aug. 1.

Berths not secured until paid for.
An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor and the value thereof therein expressed. For freight or passage apply to
mar31-tf E. CUNARD, 4 Bowling Green.

GLASGOW AND NEW YORK STEAMSHIP COMPANY.—STEAM TO GLASGOW, LIVERPOOL, BELFAST, DUBLIN, AND LONDONDERRY.—for $30.

FROM NEW YORK.
GLASGOW, Thomson, Saturday, 14th May, at 12 noon.
EDINBURGH, Cumming, Wednesday, 1st June, "
GLASGOW, Thomson, " 8th July, "
EDINBURGH, Cumming, " 27th July, "

FROM GLASGOW.
EDINBURGH, Cumming, Saturday, 7th May.
GLASGOW, Thomson, " 11th June.
EDINBURGH, Cumming, " 2d July.

Rates of Passage from New York, Philadelphia, or Boston, to Glasgow, Liverpool, Belfast, Dublin, or Londonderry, first class, $75. Steerage, found with an abundance of properly cooked provisions, $30.

An experienced Surgeon attached to each steamer. No charge for medicines.

For freight or passage, apply to
WORKMAN & CO., No. 123 WALNUT Street, Phila.
ROBERT CRAIG,
ap26-tf No. 23 BROADWAY, New York.

DAVID P. MOORE, UNDERTAKER, No. 829 VINE Street. [my23-3m

Sales by Auction.

M. THOMAS & SONS, Nos. 139 and 141 SOUTH FOURTH STREET. (Formerly Nos. 67 and 69.)

NOTICE.—SALE IN GREEN STREET THIS DAY.—The superior furniture, piano, melodeon, &c., to be sold this morning, at No. 1638 Green street, may be examined at 8 o'clock with catalogues.

STOCKS, &c. This Evening.
June 28th, at 8 o'clock, at the Philadelphia Exchange, will be sold—
59 shares Western Mining and Manufacturing Company of Virginia—par $50.
1 share Mercantile Library.
1 share Philadelphia Athenæum.
200 shares Columbia Coal and Iron Company, par $50.

TWENTY FOURTH SPRING SALE—THIS EVENING Will include—

Orphans' Court Sale—Estate of Margaret and Hicks' minors.

LARGE LOT AND FIVE DWELLINGS, Nos. 718 and 720 Washington avenue, south of Brown street, Eleventh ward; lot 34 by 90 feet; three fronts.

Same Estate—FRANKLIN STREET.—Two-story brick dwelling, No. 641 Franklin street, north of Wallace street, late Spring Garden.

Same Estate—NORTH NINTH STREET.—Three-story brick dwelling, No 927 North Ninth street, north of Brown street, late Spring Garden.

Same Estate—LOT OF GROUND, west side of Franklin street, north of Baker street, late Northern Liberties.

Same Estate—WALLACE STREET.—Three-story brick dwelling, No. 735 Wallace street, at the northwest corner of Logan street, late Spring Garden.

Same Estate—TWO TWO-STORY BRICK DWELLINGS, No. 121 Duke street, east of Second street, late Northern Liberties; lot 28 by 76 feet.

Trustee's Sale—VERY VALUABLE ARCH STREET PROPERTY.—Three-story brick building, Old No. 104 Arch street, between Third and Fourth streets.

NORTH ELEVENTH STREET.—Three-story brick dwelling, No. —— North Eleventh street, south of Master street.

THREE THREE-STORY BRICK DWELLINGS, Northwest corner of Huntingdon and Waterloo streets, Nineteenth ward.

VERY VALUABLE LOT, 40 ACRES, Twenty-second ward, on the Willow Grove turnpike, and two other roads, about five-eighths of a mile from Mount Airy station on the Chestnut Hill road, and about one mile from the Germantown turnpike. Plans may be had at the auction rooms.

ELEGANT RESIDENCE, NORTH BROAD STREET.—Elegant residence, with large garden, southwest corner of Broad street and Girard avenue; lot 70 by 150 feet. Only $5 000 required in cash.

NORTH SEVENTH STREET.—Two story brick dwelling, No. 1215 North Seventh street, above Girard avenue.

HANDSOME COUNTRY SEAT, NEAR OLD YORK ROAD, 12 acres, with stone mansion, and other improvements, adjoining the country seats of Joseph Swift and S. A. Mercer, Esqs.

NORTH NINTH STREET.—Neat modern dwelling, large side yard, No. 423 North Ninth street, south of Noble street.

BUSINESS STAND.—Three-story brick tavern and dwelling, southwest corner of Twenty-first and Cuthbert streets, between Arch and Filbert streets.

SOUTH BROAD STREET.—Two three-story brick dwellings, with large side yards, east side of Broad street, south of Passyunk road; each lot 40 feet front, 160 feet deep.

Sale by order of Heirs—Estate of Matilda Mawson, deceased.

TWO-STORY BRICK DWELLING, No. —— South Front street, between Christian and Prime streets.

PINE STREET.—Handsome modern residence, No. 528 Pine street, between Fifth and Sixth streets.

BUSINESS STAND.—Three-story brick store and dwelling, No 2204 Market street.

TWO STORY BRICK DWELLING, north side of Brown street, east of New Market street.

TWO MODERN THREE-STORY BRICK STORES AND DWELLINGS, No. 244 and 246 Queen street, south of Marlborough street, late Kensington.

Executor's Peremptory Sale—Estate of Dr. John B. Obrisman, deceased.

NEAT MODERN RESIDENCE, with modern improvements, No. 935 Franklin street, above Poplar street. Sale absolute.

Sale West Green Street.
GENTEEL HOUSEHOLD FURNITURE, PIANO-FORTE, MELODEON, &c., This Morning.
28th instant, at 10 o'clock, at No. 1638 Green street, the genteel household furniture; piano-forte; melodeon, &c., of a gentleman removing.
May be examined on the morning of sale at 8 o'clock.

Administrator's Sale.
LEASE AND STORE FIXTURES. This Evening.
28th instant at 8 o'clock, at the Exchange, the lease and fixtures of store, No. 28 South Fourth street, has five and a half years to run from 1st prox. Fixtures adapted to the notion business.

Sale at Nos. 139 and 141 South Fourth Street.
SUPERIOR FURNITURE, FRENCH PLATE MIRRORS, PIANO-FORTE, BRUSSELS CARPETS, &c. On Thursday Morning,
At 9 o'clock, at the auction store, an assortment of excellent second-hand furniture, elegant piano-fortes, fine mirrors, carpets, &c., from families declining housekeeping, removed to the store for convenience of sale.
Also, 3 superior Billiard Tables; marble beds, with balls and cues complete.
Also, 1 superior Billiard Table, with balls and cues complete.
Also, 1 superior Pool Table; marble bed, with balls and cues complete.
Also, a mineral water fountain, with parian figure, shade, and stand.

Sale at No. 334 South Twelfth Street.
GENTEEL HOUSEHOLD FURNITURE. On Friday Morning.
July 1st, at 10 o'clock, at No. 334 South Twelfth street, between Spruce and Pine streets, will be sold genteel furniture of a family declining housekeeping.
May be examined on the morning of sale at 8 o'clock.

ROOMS ON HARMONY COURT TO RENT.—Apply at the auction store.

AT PRIVATE SALE.—Shares in the Philadelphia and Mercantile Libraries and Athenæum.

AT PRIVATE SALE.—The valuable property, corner of Fifth and Adelphi streets, below Walnut, large brick building and lot, 34 by 80½ feet. Two fronts.

BIRRELLS & FIELD, AUCTIONEERS, No. 808 MARKET STREET, above EIGHTH STREET.

Sale at No. 808 Market Street.
SALE OF NEW AND SECOND-HAND HOUSEHOLD FURNITURE, CARPETS, &c. On Wednesday Morning.
At 10 o'clock, at the auction store, will be sold a large assortment of household furniture, beds, mattresses, palliasses, Brussels and ingrain carpets, 24-day clock, Windsor chairs and settees, 3 marble slabs, &c.
Also, 1 large oil painting (The Tempest).

Sale at No. 1310 Race Street.
HOUSEHOLD FURNITURE, GOOD-WILL, BAR-ROOM FIXTURES, &c. On Friday Morning.
July 1st, at 10 o'clock, will be sold the good will, bar room fixtures, household furniture, &c., of the William Tell Hotel, No. 1310 Race street.

Birrells & Field will give their personal attention to the sales of Furniture and Merchandise of every description, on the premises, or at their warerooms, No. 808 Market street.

Sale of Furniture, &c., at the auction store, every Wednesday and Saturday mornings, at 10 o'clock.

Cash advanced on consignments.

B. SCOTT, Jr., AUCTIONEER, No. 431 CHESTNUT STREET, opposite the Custom House, between FOURTH and FIFTH Streets.

SALE OF DRY GOODS, EMBROIDERIES, TRIMMINGS, STRAW GOODS, &c. On Wednesday Morning,
By catalogue and a credit. Commencing at 10 o'clock, will be sold, a large and general assortment of goods, suited to present sales.
Catalogues ready, and samples arranged for examination early on the morning of sale.
Included in sale will be found viz:

MEN'S AND BOYS' HATS.
At commencement of sale, 100 cases men's and boys' Panama, Senat, boil ton; William Tell, and Canton hats.

LADIES' AND MISSES' BONNETS.
Fine Leghorn, brown and white braid flats; gipsies, and bloomers.

EMBROIDERIES.
Embroidered book sets, collars and sleeves to match.
Embroidered jaconet collars, just landed.
Richly embroidered infants' jaconet waists.
Jaconet and book bands and flouncing.

LARGE SALE OF A STOCK OF FIRST-CLASS CITY-MADE CLOTHING. On Saturday Morning,
July 2d, by catalogue, commencing at 10½ o'clock, will be sold a stock of fine city-made clothing, embracing every variety of seasonable goods, of best make and material, and of newest styles, manufactured for first-class city retail sales.

ST. LOUIS, Mo.

WILLIAMS & BOYLE, AUCTIONEERS AND COMMISSION MERCHANTS, No. 10 North MAIN STREET, St. Louis, Mo., (formerly with Messrs. Myers, Claghorn, & Co., Philadelphia,) offer their services to the merchants, manufacturers, and others of Philadelphia, for the sale of dry goods, carpets, boots, shoes, hardware, jewelry, &c., &c.

Cash advances made on receipt of goods.
Settlements made three days after sale.

REFERENCES.
Messrs. Myers, Claghorn, & Co., Phila.
" Stuart & Brother, "
" Van Wyck, Townsend, & Warrens, New York
" L & B. Curtis & Co, "
" Wood, Christy, & Co., St. Louis, Mo.
" Crow, McCreary, & Co., " "
Mr. D. B. Wood, No. 23 North Third street, will advise with parties consigning from Philadelphia.
m4-fmw-ly

Pianos.

RAVEN, BACON, & Co.'s, Nunns & Clark's, Hallett, Davis, & Co.'s and A. H. Gale & Co.'s superior PIANOS. Also, Mason & Hamlin's unrivalled MELODEONS and HARMONIUMS, so desirable for Churches and Lecture Rooms.

Pianos and Melodeons to Rent.

J. E. GOULD,
my14-ly SEVENTH and CHESTNUT.

SUPERIOR PIANOS. WILLIAM KNABE & CO., PIANO-FORTE MANUFACTURERS, Nos. 1, 3, 5, and 7 North EUTAW Street, and No. 207 BALTIMORE Street, between Charles and Light streets, Baltimore,

Have always on hand a large assortment of their superior Pianos, recommended by certificates from S. Thalberg, Strakosch, and other celebrated performers to be equal, if not superior, to any made in this country.

The durability of their Pianos will be warranted for five years, and a privilege of exchange granted within six months, should they not give entire satisfaction. Manufacturing largely, we will sell wholesale and retail, at the most reasonable prices.

WILLIAM KNABE & CO.

Messrs. LEE & WALKER, No. 722 CHESTNUT Street, Philadelphia, are our authorized Agents, and will keep constantly on hand and sell our Pianos at manufacturer's prices. mh5-6m

CHICKERING & SONS, MANUFACTURERS OF GRAND, SQUARE, AND UPRIGHT PIANO-FORTES.
WAREROOMS 1307 CHESTNUT STREET.

Constantly in store a large stock of our BEAUTIFUL and UNEQUALLED INSTRUMENTS. We have been awarded, at the different Exhibitions in this country and Europe,

38 GOLD AND SILVER FIRST-CLASS MEDALS.
ja26-ly

BRUSHES! BRUSHES! BRUSHES!

2,000	dozen	Tied Whitewash.
1,500	"	Nailed "
2,600	"	Handscrubs.
1,000	"	Clamps.
500	"	Dusters.
6,000	"	Shoebrushes.

For sale lower than at any other house in the city, by HENRY C. ECKSTEIN, 52 North THIRD Street, below Arch.

SPECTACLES, OF GOLD, SILVER, AND ELASTIC STEEL FRAMES, with Pebble and fine Flint Glasses.
INSTRUMENTS for Mathematics and Surveying.
Thermometers, School Apparatus.
MICROSCOPES, made and for sale by JAMES W. QUEEN & CO., 924 CHESTNUT Street, Philadelphia.
Priced and Illustrated Catalogues sent by mail free of charge. mh8-dm

SALAD OIL.—Badalupi's, quarts, 50 boxes for sale by WETHERILL & BROTHER, Nos. 47 and 49 North SECOND Street. je2

Sales by Auction.

PHILIP FORD, AUCTIONEER, No. 530 MARKET STREET, between FIFTH and SIXTH, south side.

SALE OF READY-MADE CLOTHING, CLOTHS, CASSIMERES, SATTINETS, &c. On Wednesday Morning,
June 29th, at 10 o'clock precisely, will be sold, by catalogue, a desirable assortment of spring and summer ready-made clothing, consisting of men's and boys' linen, marseilles, alpacca, drap d'ete, cassimere, and sattinet coats, pants, and vests, with a full assortment of desirable clothing for present sales.
The attention of buyers is particularly requested to the above sale, as it will be the last clothing sale of the season.

SALE OF BOOTS, SHOES, AND STRAW GOODS. On Thursday Morning,
June 30th, at 11 o'clock precisely, will be sold by catalogue, on four months' credit, a desirable assortment of boots, shoes, brogans, gaiters, men's, boys', and youths' L and B-kip brogans; men's city-made calf boots; men's city-made calf and patent sewed gaiters. Also, an assortment of men's and boys' straw hats.
The attention of buyers is requested to this, the last boot and shoe sale of the season.

BY ALFRED M. HERKNESS, PHILADELPHIA HORSE AND CARRIAGE BAZAAR, S. E. corner of NINTH and SANSOM STREETS, between Chestnut and Walnut streets.

FURNESS, BRINLEY, & CO., No. 429 MARKET STREET.

J. M. GUMMEY & SONS, REAL ESTATE AUCTIONEERS, No. 520 WALNUT STREET.

CARD.—J. M. Gummey & Sons, auctioneers, will hold regular sales of Real Estate, Stocks, &c. Also, household furniture at dwellings.

On our Private Sale Register will always be found a very large amount of real estate, including every description of city and country property.

J. M. GUMMEY & SONS, Real Estate Brokers, No. 520 WALNUT Street, below Sixth.

MOSES NATHANS, AUCTIONEER AND COMMISSION MERCHANT, S. E. corner SIXTH AND RACE Streets.

MONEY TO LOAN.
Money to loan, in large or small amounts, on merchandise generally, and on all articles of value. All sums over one hundred dollars, only two per cent. per month, including storage, &c., at Nathans' Principal Establishment, S. E. corner of SIXTH and RACE Sts.

GREAT PUBLIC ACCOMMODATION!
MONEY! MONEY! MONEY!
Money liberally advanced in large or small amounts, from one dollar to thousands, on gold and silver plate, diamonds, watches, jewelry, fowling-pieces, musical instruments, furniture, dry goods, clothing, groceries, cigars, hardware, cutlery, books, horses, vehicles, harness, and all articles of value, for any length of time agreed on, at *Nathans' Principal Establishment*, southeast corner of Sixth and Race streets.

PROMISSORY NOTES, with collateral, discounted at the lowest market rates.

GREAT BARGAINS IN WATCHES, JEWELRY, &c., AT PRIVATE SALE, AT NATHANS' PRINCIPAL ESTABLISHMENT, S. E. Corner of SIXTH and RACE Streets.—The following articles will be sold for less than half the usual store prices: Fine gold English patent full jeweled and plain, of the most approved and best make; in hunting cases and double bottomed. Fine gold escapement lever and lepine watches, in hunting case and open face, some of them extra full jeweled and best make. Silver English patent lever watches, escapement lever and lepines, in hunting case and open face, some very superior; English, Swiss, French, and Quartier watches; fine gold pencil cases and pens; children's chains; fine gold [illegible] bracelets, breastpins, finger-rings, ear-rings, studs, medallions, and jewelry generally. Superior Havana cigars, at $18 per thousand, in boxes of 250 each, will be sold by single box, or quantities to suit purchasers. Numerous fancy articles, &c., &c., &c.

AT PRIVATE SALE.
A superior fire-proof chest, 4 feet high by 3 feet wide.
Also, watch stand jewelry of every description.

Brokers.

R. R. CORSON, REAL ESTATE BROKER AND CONVEYANCER.
MONEY LOANED ON GOOD MORTGAGES. COLLECTIONS PROMPTLY MADE.
mh30-fmw NORRISTOWN, PA.

OKIE & GAPP, 223 DOCK Street, above Walnut, STOCK BROKERS, and dealers in Mercantile Paper and securities generally. Attend the Brokers' Board daily, and fill orders for the purchase or sale of STOCKS, BONDS, &c. ja3-tf

CRONISE & CO., SPECIE AND EXCHANGE BROKERS, No. 40 South THIRD Street, PHILADELPHIA. Refer to the Banks and Bankers of Philadelphia.

Cigars, Tobacco, &c.

SEGARS.—A. MERINO, 140 SOUTH FRONT Street, offers for sale, from Store and Bond, the following favorite Brands of Segars: Nueva Emp. Regalia, Flora Londres, Cosmopolitan, Light Guard Extra Actos, Ajuela, Londres, Nabajas, Capitolias, 1st, 2d, and 3ds; Garantizada, [illegible] Cuba [illegible] London Fine, Principes, Manuela [illegible] jell-3m

250,000 HAVANA CIGARS of the following superior brands: Figaro, Espanola, Estrella, Velasquez, Upmann, Partagas, [illegible] Golden Eye, Vegas del Rio, Antonia, Odalaz, Cabanas, &c., &c. In 1-4, 1-2, 1-5 and 1-10 boxes; of all sizes and qualities, now landing from "Washington Butcher," just arrived from Havana, and for sale low, by CHARLES TETE,
my28 120 WALNUT Street.

HAVANA SEGARS offered to dealers at favorable rates, of various sizes and brands, including Partagas, Cabanas, Figaro, Flora, Bird, Flor, Fire Fly, and Fontica. Also, Paper Segars, by STEPHEN FUGUET & SONS, 216 South FRONT Street.

Coal.

GREAT REDUCTION IN THE PRICE OF LEHIGH COAL.—ANNOUNCEMENT.—Until JULY 1st, we will sell our large stock of freshly mined superior LEHIGH COAL, embracing the celebrated West Spring Mountain and Wilkesbarre, and the Lehigh Navigation Company's Coal, at the following rates:

Stove size	$4 00 per ton.
Egg	3 75 "
Broken	3 75 "
Nut	3 25 "

After the 1st proximo an advance of 25 cents per ton.

AUDENRIED & ROMMEL, Wilkesbarre Coal Depot, WATER Street above Callowhill, and 1st Wharf above Callowhill street, Delaware.
Philadelphia, June 10, 1859. jell-1m

THEO. D. EMORY & CO. OFFICE No. 133 South FOURTH St., Phila. Sole Agents of GEO. C. POTTS & CO., Miners and Shippers of the LOCUSTDALE COAL, From the Locust Mountain, Near Ashland,
ap2-6m SCHUYLKILL COUNTY, Pa.

S. W. GROOME & CO., Dealers and Shippers of LEHIGH, SCHUYLKILL, and BROAD TOP SEMI-BITUMINOUS COAL. Office No. 133 South FOURTH Street. BROAD Street, below Race, PHILADELPHIA.

Oils.

CANNEL COAL OIL.—The LUCESCO OIL COMPANY are prepared to furnish to refiners of Coal Oil a regular supply of superior quality of Crude Oil, comparatively free from water and bitumen, of a lighter gravity, and containing a larger per centage of illuminating oil than any other ever offered for sale in the market.

Also, to Oil Dealers, a superior article of Odorless Light-colored Burning Coal Oil, which will not change color.

Letters addressed to the LUCESCO OIL COMPANY, or GEORGE S. SELDEN, No. 139 WOOD Street, PITTSBURG, will receive prompt attention. [my30-1m

SUPERIOR CANNEL COAL OILS.—Dealers in Burning Oils and Fluids, and refiners of Crude Coal Oils, can be supplied regularly with a superior quality of Refined Burning or Crude Cannel Coal Oils, in larger or smaller quantities, by addressing NORTH AMERICAN OIL COMPANY, No. 28 WOOD Street, PITTSBURG.

Letters addressed to WM. F. JOHNSTON, PITTSBURG, Pa., will receive prompt attention. my30-1m

TANNER'S OIL.—220 bbls of Straits and Bank Oil, in store and for sale by R. S. HUBBARD & SON,
my5-3m 108 South Wharves.

Salamander Safes.

SALAMANDER SAFES.
A large assortment of EVANS & WATSON'S PHILADELPHIA MANUFACTURED SALAMANDER SAFES, VAULT DOORS, For Banks and Stores.
BANK LOCKS, Equal to any now in use.
IRON DOORS, SHUTTERS, &c., On as good terms as any other establishment in the United States, by EVANS & WATSON, No. 26 South FOURTH Street, Philadelphia.
PLEASE GIVE US A CALL. aul8-tf

E. C. SEAMEN'S PATENT ICE-CREAM FREEZER. SILVER MEDALS AWARDED BY THE AMERICAN INSTITUTE, NEW YORK, AND FRANKLIN INSTITUTE, PHILADELPHIA.

Manufactured and for sale at No. 137 North SECOND Street, above Race, east side, Philadelphia.

This machine is warranted to freeze a 40 quart can in 40 minutes; 24 qt. can in 30 min.; 18 qt. can in 25 min.; 12 qt. can in 18 min., and 4 qt. can in 14 min.

E. C. SEAMEN guarantees that this machine will freeze smoother than it can be frozen by any other process now in use, with less salt and ice, with the same quality of cream, under a forfeiture of One Thousand Dollars.

The difference in the saving of salt and ice in using his machine is thought one-half.

All orders thankfully received and promptly attended to. my31-1m

U. S. M. STEAMERS FOR HAVRE AND SOUTHAMPTON.
ARAGO, Captain Lines, will sail July 23, September 17, November 12.
FULTON, Captain Wotton, will sail August 20, October 15, December 10.
First Cabin passage ... $130
Second Cabin passage ... 75
For freight or passage, apply to WM. NEILSON, Agent, At the Warehousing Company's Philadelphia Office, Tobacco Warehouse, DOCK Street, Phila. je23 8m

TO BUY CHEAP WATCHES, go to Northwest corner of SECOND and NEW Streets [illegible]

TASKER & CLARK, MANUFACTURERS OF PHOSPHATIC FERTILIZER AND MEAT AND BONE COMPOST. ALSO, DEALERS IN BONE DUST, GUANO, &c.
Price of Fertilizer, $35 per ton of 2,000 lbs, at the Factory, or 2 cents per lb, if less than a ton.
Price of Compost, $25, or 1¼ cents per lb.
Price of Bone Dust $35, or 2 cents per lb.
Price of Guano, Peruvian, $60, or 3 cents per lb.
Terms cash. Address TASKER & CLARK, S. W. corner EIGHTH Street and WASHINGTON Avenue, late Prime street. mh29-tu f3m

MINTON'S ENCAUSTIC TILES for floors. Ornamental Chimney Tops for cottages. Garden Vases and Fountains. Vitrified Pipe for drains and water conductors. Imported and for sale by S. A. HARRISON,
feb15-tf 1010 CHESTNUT Street.

SHOULDERS.—75 hhds. Dry Salt Shoulders, just received and for sale by C. C. SADLER & CO., ARCH Street, second door above Front. jy1

REFINED BORAX.—20 cases for sale by WETHERILL & BROTHER, Nos. 47 and 49 North SECOND Street. je2