THE CITY.

The Thermometer.

JUNE 27, 1863.		JUNE 27, 1864.	
6 A. M. ..... 12 M. ..... 3 P. M.		6 A. M. ..... 12 M. ..... 3 P. M.	
65 ..... 75 75		81½ 90 87	
WIND.		WIND.	
E ..... E by S ..... ESE		WNW ..... NNW ..... NNE	

MILITARY.

RECEPTION OF THE 71ST P. V.

The 71st P. V., better known as the California Regiment, had a formal reception given them by the city authorities yesterday morning. It took place at National Guards' Hall, where a committee of Councils had assembled to receive them. A large number of ladies and citizens performed hand was in attendance, and at times performed the soul-stirring national airs. Mr. Frank A. Wolbert, chairman of the reception committee of Councils, introduced in a few words Dr. Uhler, of Select Council, who thanked the veterans, in the name of the city and of the country, for the many noble deeds which they have performed on the battlefield, and for the patriotic impulses which induced them to leave their homes to fight for the country and for freedom. City Councils had ever been mindful of what is due to the soldier, and have done all that is conducive to his welfare. It gave the speaker great pleasure to perform this duty, and he welcomed the brave fellows home most gladly. In the name of Philadelphia he bade them God-speed in their future life. From Ball's Bluff to Cold Harbor their blood had mingled with the soil, and their diminished ranks showed that their comrades had died gloriously in defence of their country. The services of the California Regiment will form one of the brightest pages of history. Dr. Uhler again welcomed the brave fellows home, and retired.

Cheers were then given for the city of Philadelphia.

Colonel R. Penn Smith responded in behalf of the regiment as follows:

GENTLEMEN AND OFFICERS AND SOLDIERS OF THE SEVERAL MILITARY ORGANIZATIONS: Allow me in behalf of the officers and men of the 71st Pennsylvania volunteers, better known as Baker's California Regiment, to return to you my most sincere and heartfelt thanks for the flattering reception you have extended to us on the event of our return to our native city. This pleasure and satisfaction of returning to you we have looked forward to with the fondest anticipation of delight for the past three years. During this time the man now before you have experienced the danger, fatigue, hardships and privations of war, and but few of its pleasures. Their appearance and arms bear evidence of this, and scarcely one of them but which may be seen the scars that he has fought at least to keep the enemy from your doors.

From the disaster at Ball's Bluff, where our noble Baker fell, and our gallant Wistar was wounded, to the criticism Peninsula campaign, under General McClellan; to the victory at Antietam and sanguinary reverses at Fredericksburg and Chancellorsville; then to the achievements at Gettysburg, on our native soil, to the withdrawal at Mine Run, and the advance and engagement in the Wilderness; to the gallant charge at Spotsylvania, and the retreat, and again at Cold Harbor, the California Regiment has been honorably distinguished, and notwithstanding the assertion that none but certain groups of our noble State defended it and the nation at Gettysburg and other fields, with regret and tears at the loss sustained, we have at least the proud satisfaction of knowing that our endeavors and blood have been appreciated and honorably mentioned by such men as Sumner, Sedgwick, Hancock, and others. Official communications from the army have given us the credit our blood has so dearly bought, and the manner in which daily parade your streets, representing this regiment, but too plainly and sadly attest the correctness of the assertion.

GENTLEMEN: Three years ago we passed through your city, led by Colonel Baker, nearly 1,000 strong. We return to you to-day 153 brave, true, reliable, and loyal men, and when we reflect on the past, study the present, and penetrate the future, our hearts sicken and tremble at the result. Experience has taught us too sad a lesson to think lightly of the origin and results of the war. We are now about being discharged from a duty as soldiers to perform into equality as citizens—to suppress the enemies of our country at home. Each and every one of us will be identified with one of two parties—the patriot or the disloyal traitor—and these men have proven their loyalty at the cannon's mouth. I have no fear but that the results in the future will be all that our country can expect and demand of them.

Let us use every endeavor to bring this unfortunate rebellion to a hasty conclusion. Let all of our energy be put in operation in her hour of trouble, and when in some future day the olive branch of peace once more returns to our firesides, then and there we will be a happy and prosperous people.

Again thanking you for the honor conferred upon us, I will turn my attention to those I hold most dear to me.

Colonel Smith then addressed the regiment as follows:

OFFICERS AND SOLDIERS OF THE CALIFORNIA REGIMENT: After an association of over three long, tedious, and anxious years, we are now about to part. I cannot but express my regret at this hasty parting. As strangers we joined hands in one common cause, the overthrow of the enemies of our country, who, I regret to say, still present a bold and defiant front to those who have left behind us. You have done all, and more than has been asked of you. And had others proved as devoted and sincere to the cause in which we have been engaged, I have no doubt but that a happier state of affairs would have presented itself this day. Prove, my men, equally as true, devoted, and loyal citizens as you have been soldiers. Respect and obey the laws, and civic and military authority, and see that others pay due deference to the same.

I have ever found you true in camp obedient and respectful, with a willingness to be attentive and prompt to duty; on the march uncomplaining and cheerful; on the battle-field cool and daring, ready and willing to execute any order that was given you. Your conduct has always elicited the admiration of your commanding officers, and your record is a honorable one for your country, and though I regret that I was unable to join you in the last campaign, yet I know that you were ably commanded, to gather new laurels to add to those already won by you.

In the field, soldiers, you have always defended and protected that flag which I have swore to defend and devoted to it as citizens. With it as your banner, you have strength, pride, and respect; without it, you are weak and insignificant.

But a few more days we will live as a military organization, and then the name of the California Regiment will cease to exist save on the page of history. Yet the ties that so long and so faithfully will have been made doubly strong in the citizen, and, while enjoying the comforts, rights, and privileges of liberty, we will ever remember the fortitude of the past, and our fallen comrades, think not lightly of it, neither wipe away the tear. Let it remain in sacred remembrance of those who have fallen for their flag and country's preservation.

John Price Wetherill, Esq., of Select Council, was then introduced, and made an eloquent speech. He said that Philadelphia had sent her sons out, and died in the defence of their country in this regiment, and no organization deserved a more hearty reception. Philadelphia gave the lead in fitting forth to the services of the regiment, and spoke feelingly of the death of Colonel Baker, their first leader. The men should feel proud to have it known that they fought under Colonel Baker. [Cheers.]

The Saunders Cadets were then drilled in the hall. The line of procession was then formed in the following order:

Philadelphia Band.
Committee of Councils in carriages.
Drum Corps.
Detachment of Invalid Corps, Capt. Bryant.
Saunders Cadets.
Liberty Cornet Band.
71st Regt. Penna. Vols., Col. R. Penn Smith.
Ambulances containing wounded soldiers of the regiment.

The parade passed over a short route to the Volunteer Refreshment Saloons, where an entertainment was given to the veterans. The procession was then dismissed.

COURTLAND SAUNDERS CADETS.

A corps of this well-disciplined body of youth, by special invitation from the committee, drilled yesterday before the veterans of the 71st Regiment, P. V., Colonel Smith. The cadets went through the drill in so masterly a manner as to call forth the most enthusiastic applause of the large number of spectators. The march of the cadets in the reception procession yesterday to the Cooper-Shop Refreshment Saloon was so exceedingly well done in all the movements as to elicit universal admiration. The military school where those cadets received their instruction was founded by Captain Courtland Saunders, a brave, gallant man, who fell in battle, a patriot, who gloriously rallying his men, in defence of the country. He died a hero, lamented by all who knew him. The Saunders Cadets is still his monument to his memory; it certainly is a school of which Philadelphia may well feel proud.

ARMY HOSPITALS.

The contractors are rapidly preparing for the reception of sick and wounded soldiers the buildings recently leased at Beverly, New Jersey, and at White Hall, near Bristol. The large building at Twenty-third and Filbert streets, in this city, until lately used as barracks, is also being prepared for hospital purposes, and will, when completed, form a branch of the Sixteenth and Filbert-streets Hospital, and be under the charge of the same surgeon-in-chief, Dr. Storrow.

Medical Director Campbell has made contracts with several surgeons to go to Washington in pursuance with the order received a week since, but a number more are needed to supply the demand. The vacancies at Fortress Monroe and at Louisville have been filled.

CASUALTIES IN COMPANY M, 21ST PENNSYLVANIA CAVALRY.

The following casualties, which occurred in Company M, Captain Hammell, 21st Pennsylvania Cavalry, in the fighting before Petersburg, on the 15th instant, will be interesting to friends and relatives in this city:

Killed.—Corporal J. H. Kendig, Samuel Norris, Simon Fritz, Frank Neal.

Wounded.—1st Lieutenant Albert T. Clark, Sergeant Enos L. Wright, Sergeant John Armstrong, Sergeant John K. Blair, Corporal Thomas Dickerson, Corporal James Robertson, Thaddeus Filby, William Wright, James Purcell, Thomas Hays, Harry Williamson, Samuel R. Weldmere, M. Stanhor, Christian Hayer, Jacob Lear, James Powling.

DESERTERS.

The following named soldiers were reported at the Medical Director's office yesterday, as having deserted from army hospitals in this department:

Mt. A. Blanchester, Co. A, 32d New York, on June 10th, from Turner's Lane Hospital; Christian Sturge, Co. K, 91st Regiment Pennsylvania Volunteers; Patrick Loftin, Co. D, 56th Regiment Massachusetts Volunteers; George Johnson, Co. K, 9th Regiment New Hampshire Volunteers; Joseph Mechan, Co. C, 88th Regiment New York Volunteers; and Sylvester McLaughlin, Co. H, 82d Regiment Pennsylvania Volunteers, from the Chester Hospital; J. P. Kelly, Co. F, 9th Regiment Massachusetts Volunteers, and Peter Boyle, Co. A, 153d Regiment Pennsylvania Volunteers, from Broad and Cherry-street Hospital; W. F. Furguson, Co. C, 2d Pittsburg Artillery, from Pittsburg Hospital.

DEATHS OF SOLDIERS.

The following deaths were reported at the Medical Director's office yesterday:

Filbert-street Hospital.—John Monorash, Co. E, 16th Regiment, New York volunteers, and Thomas Smith, 14th New York Artillery.

Chestnut-street Hospital.—Peter Davis, Co. G, 53d Regiment, Pennsylvania volunteers; E. A. Gwynn, Co. A, 40th Regiment, Massachusetts volunteers, and Wilson Wier, Co. K, 4th Regiment, Maine volunteers.

RECRUITING.

Recruiting took an upward start in the city yesterday, and a number of colored recruits were obtained at the Supervisory Committee's office. Those who enlist will be credited to any draft that may be ordered.

WEEKLY REPORT OF U. S. A. HOSPITALS.

The report of the army hospitals in the Department of the Susquehanna for the week ending June 25, 1864, shows that 1,903 soldiers have been admitted, 99 deserted, 42 died, and 17,636 remaining.

MISCELLANEOUS.

COMMON COUNCIL—SPECIAL MEETING.

A special meeting of Common Council was held yesterday afternoon for the purpose of transacting unfinished business. President Harper (U.) in the chair.

TIME OF REASSEMBLING.

The ordinance relative to the adjournment of Councils was amended in Select Council by making the time of reassembling after vacation the second Thursday of September, instead of first Thursday. The amendment was concurred in.

POLICE MAGISTRATES, &c.

It was agreed that Select Council should be requested to meet Common Council on Thursday, June 30th, for the purpose of electing police magistrates, member of Board of Health, and of Guardian of the Poor.

FAIRMOUNT PARK.

The bill providing for the purchase of property along Lansdowne avenue, and to the Reading railroad, for the purpose of enlarging and improving Fairmount Park, which had been vetoed by the Mayor, was taken up and passed over the Mayor's veto—yeas 20, nays 1.

Mr. Gray (U.), from the Committee to whom was referred the matter of increasing the salaries of employees in the departments of the city, reported in opposition to any increase. The report was adopted.

THE WATER BILL.

The ordinance making an additional appropriation of $47,625 to the department, for supplying the city with water for 1864, was taken up and passed. Adjourned.

THE GUARDIANS OF THE POOR.

The Board of Guardians of the Poor met at the almshouse yesterday afternoon, President Erety in the chair.

The steward reported the receipts of the house to have been $147.45.

The out-door agent reported having collected $394.25 for support cases, and $614 for emigrant tax.

The house agent reported the following census of the house on Saturday last:

Number in the house	2,258
Same time last year	2,328
Decrease	70

Admitted during the last two weeks		183
Births	" " "	5
Deaths	" " "	21
Discharged	" " "	77
Eloped	" " "	55
Indentured	" " "	4
Furnished lodgings	" " "	24
" meals	" " "	57

Total—Males, 993; females, 1,265.

A petition was presented to allow the Lombard and South-streets Passenger Railway Company to establish a steam ferry to the Almshouse wharf, and also to lay a railway through the Almshouse grounds to a point on the Darby road, near Woodland Cemetery. On motion, the communication was referred to a committee consisting of Messrs. Field, Server, Brown, Woodward, and Lowry, to consult with the Board of Surveys on the subject.

The clerk of the Almshouse reported that thirty-four pounds of butter had been seized for shortness of weight since last meeting. The amount returned to him from January 1st to June 11th was 472 pounds.

Mr. Server submitted a resolution authorizing the Committee on Accounts to make an application to City Councils for an additional appropriation of $400 to enable the Board to equalize the salaries of the officers of the House. This is for an advance on the salaries of the chief matron and storekeeper. The resolution was adopted.

The steward's requisition was then read and granted, after which the Board adjourned.

THE DELAWARE RIVER CALAMITY—THREE LIVES LOST.

We are glad to announce that the catastrophe on the Delaware, on Sunday last, has not proved as serious as was at first feared. The names of the drowned men are Howard Peale, George Yost, and Henry Irvin.

Peale was about thirty-two years of age, and leaves a wife and two children. He was employed as principal operator at Gutekunst's photograph gallery. Yost and Irwin were also married, and were employed in the office of the Prothonotary of the District Court, the latter being a son-in-law of Philip S. White.

Hayes, one of those on board, had gone under water several times, when he caught hold of a portion of the wrecked vessel, and thus saved his life.

At three o'clock yesterday morning a party of men were sent down to grapple for the bodies of the victims; they were recovered yesterday evening and taken to Camden; two of them were afterwards brought to this city.

The America was hauled to the Jersey shore, but still remains in thirty feet of water, nothing being visible but her topmast.

ANOTHER RAILROAD ACCIDENT.

A baggage-master, named George I. Phillips, employed on the Pennsylvania Railroad Depot, met with a serious accident on Sunday night. He resides at No. 264 South Twentieth street, and on his way home at night was riding up to Twentieth street on the cars. In jumping off he fell under the wheels. One of his legs was severed from his body, and he died in a few minutes afterwards. The unfortunate man was conveyed to his home, and yesterday morning was in a very critical condition, and not expected to live. He has been in the employ of the Pennsylvania Railroad Company for a long time.

FIRE.

Yesterday morning, about five o'clock, a fire occurred in the cotton-waste establishment of H. S. Henry, Nos. 311 and 313 North Front street. The flames originated in the third-story, from spontaneous combustion, and had spread extensively before any considerable damage had been done.

The alarm of fire between four and five o'clock yesterday afternoon, was caused by the partial burning of a carpenter shop, on Front street, below Poplar.

ARRIVAL OF EMIGRANTS.

The ship Monsoon, Captain Cockerill, arrived at this port yesterday from Londonderry, with 300 passengers and a large cargo of iron.

THE POLICE.

[Before Mr. Alderman Beitler.]

HOTEL THEFT.

James Jones, who was arrested at the Girard House on Sunday morning, on the charge of robbing a boarder, mentioned in *The Press*, had a hearing before Alderman Beitler yesterday morning. He was held to answer at court.

DEFRAUDING A SAILOR.

John Clary, keeper of a tavern at No. 519 South Sixth street, was arraigned before Alderman Beitler at the Central Station yesterday afternoon, on oath of William Gorman, a colored sailor, who, on the charge of falsely and fraudulently retaining $170 bounty money of deponent. Clary waived a hearing, and entered bail in the sum of $1,500 to answer at court.

THE COURTS.

Quarter Sessions—Judge Allison.

A new panel of jurors, summoned for the second period of the June term of this court, appeared yesterday. After calling the list and hearing the excuses of those not desirous to serve (and they were numerous), the business of the court was proceeded with.

Godfrey Simon, charged with stealing a lot of gas fixtures, the property of Messrs. Cornelius & Baker, for whom he was a workman, was convicted. He acknowledged the theft of the property, which was found in the premises, to both the partners. Sentence deferred.

Franklin P. Seltzer was charged by one Michael Walters with the larceny of a gold watch and chain. The case is a queer one. It appeared from the evidence that the prosecutor one day walked into the store of defendant in Third street, above Coulter, and presented a watch for sale, for which he asked $125, but for which he finally concluded to accept $100, the understanding being that if the prosecutor was not satisfied to accept that price he could, upon returning the money the next day, get back his watch, unless the defendant would pay an additional $16, which seemed to have been the additional figure at which the parties agreed to disagree.

The prosecutor appeared the following day, and demanded the $15. The defendant replied by tendering back the watch (which in the meantime he had ascertained to be worth about $70) upon the refunding of the $100 paid. The prosecutor, it seemed, either would not or could not comply with this demand at the instant, but promised to do so within an hour, and failed. Subsequently, two or three days afterwards, he came to the place of the defendant, as prosecutor testified, by the order of the latter, with still another watch, the price being $160 asked therefor, and showed it to defendant, who, after examining it, handed it to his bookkeeper, with instructions to keep both that and the first watch until prosecutor gave him one hundred dollars, and if that one to return them to him. Under the facts the jury rendered a verdict of not guilty.

The case of a young man named Kelly, sent before as a professional thief under the "habitual" law, was heard on habeas corpus. Kelly disclaims the imputation of being a professional thief, and sticks to the charge by Detectives Lamborn and Smith and Lamon, called to testify as their knowledge of the defendant, said they had known him for several years as an attendant at places the resort of common thieves, and as the associate of such people; that he had been arrested, but never convicted. The father of Kelly testified that he supported his son; that the latter stayed at his house, and was the recipient of means to clothe himself, &c. Judge Allison held the application for discharge under advisement.

SUMMER RESORTS.

"FRANKLIN HOUSE," LONG BEACH, N. J.

This delightful SUMMER RESORT by the sea-side, situated on

LONG BEACH, OPPOSITE THE VILLAGE OF BARNEGAT.

Eligibly located, easy of access, commanding the finest range of Beach and Ocean Scenery on the coast, with Fishing and Gunning facilities unequalled, it is pre-eminently suited to those who require a recreative retreat from the heat and enervating excitements of the city during the summer months.

The house and grounds have been thoroughly refitted and substantially improved, in a manner to promote the amusement and comfort of the guests.

BOATS

for Sailing, Fishing, and Gunning Excursions on the inner Bay are provided, and every luxury from "earth, air, and sea" made tributary to the table and bar.

Trains of cars leave daily via Raritan and Delaware Bay Railroad, from VINE Street wharf, at 7.30 A. M., to Tom's river; thence by the fast-sailing yacht Ella Lilly to said house, on the Beach.

jel5-stuth6t* FRANKLIN H. STOKES, Proprietor.

SEA BATHING.—NATIONAL HALL, CAPE ISLAND, Cape May, N. J., is now open for the reception of its numerous guests. Terms moderate. Children under 12 years of age and servants half price. Superior accommodations and ample space for two hundred persons. AARON CLARKESON, Proprietor.
je24-2m

LIGHT-HOUSE COTTAGE, ATLANTIC CITY, N. J., NEAREST HOUSE TO THE BEACH.

This well-known house is now open for the reception of Boarders. Bathing never was better.

je18-1m* JOHN COFFIN, Proprietor.

SEA BATHING.—CONGRESS HALL, LONG BRANCH, New Jersey, is now open for the season. Persons wishing to engage rooms will address

je17-1tu* WOODMAN STOKES, Proprietor.

UNITED STATES HOTEL, LONG BRANCH, N. J., is now open for the reception of visitors. Address B. A. SHOEMAKER, Prop'r. je8-2m*

CHESTER COUNTY HOUSE, ATLANTIC CITY, N. J.—This private BOARDING-HOUSE (always open for Boarders), is now fully arranged for the accommodation of Summer visitors. The situation is one of the best on the island, being in full view of the Ocean, and near excellent bathing ground.

my31-2m JACOB REIM, Proprietor.

EPHRATA MOUNTAIN SPRINGS.—This popular Summer Resort will be opened for the season June 29th, 1864. The undersigned begs leave to call the attention of his friends and the public in general to this magnificent and well-known establishment, which, though having undergone a change of proprietors, will be continued as heretofore of the most admirable fitting with greatly improved advantages, and increased facilities for health and pleasure.

From his valuable experience, the proprietor feels warranted in assuring the public that every department of the establishment will be conducted to the entire satisfaction of all.

The facilities for railroad communication with the Springs, have been greatly improved. Leave Philadelphia Reading Railroad Depot, corner of ELEVENTH and MARKET Streets, daily, at 11.30 A. M., and 3.30 P. M. Leave Reading at 7.20 A. M. and 3.30 P. M. Leave Ephrata on the arrival of the cars at Lawtons, arrives at the Springs at 3.30 P. M.

READING RAILROAD.—The 8.15 A. M. train arrives at the Springs at 12 M.

FROM NEW YORK.—New Jersey Central, via Easton and Reading, leaves at 8.45 A. M. train (Jersey City) arrives at the Springs at 12 M.

JOHN F. FREDERICK, Proprietor.

N. B.—A fine LIVERY attached to the establishment. je17-1m

WHITE SULPHUR AND CHALYBEATE SPRINGS

AT DOUBLING GAP, PA.

I. G. CHADSEY, Proprietor,
Formerly of Old United States and St. Louis Hotels, Philadelphia, and Dutlet's Hotel, Atlantic City.

Season opens June 25th.

This celebrated place is located in Cumberland county, thirty miles west of Harrisburg. It is accessible from all the principal cities by railroad to Harrisburg, thence by Cumberland Valley Railroad, leaving the Cars from Newville eight miles good staging to the Springs. The stage is always in waiting upon the arrival of the cars at Newville.

Passengers leaving Philadelphia, Baltimore, or Washington in the morning, can arrive at the Springs same evening, at 5 o'clock.

The Springs (recently improved and comfortable, having been recently thoroughly renovated,) with hot and cold baths attached, and extensive grounds for walks and amusements.

The long experience of the present Proprietor enables him to say that it will be conducted in a manner to please all visitors.

N. B.—A fine Livery is attached to the establishment.

CRESSON SPRINGS.—THIS DELIGHTFUL SUMMER RESORT, located on the Summit of the Allegheny Mountains, 2,300 feet above the level of the sea, will be open for the reception of visitors on the 10th day of June, 1864, and will be kept open until the 1st of October. The buildings connected with this establishment are of a substantial and comfortable character. The water and air possess superior attractions. The cool forests and dry and bracing atmosphere contribute to render the place unequalled by any other from the oppressiveness of the sultry air of thickly populated districts. The Proprietor, formerly of Colonel Crawford's, on the ground, and are of a varied and picturesque character. A fine Band has been engaged for the season. Ample facilities have been provided, and no pains will be spared to render the place in every respect as comfortable and attractive as possible, in the hope, by his long experience in the hotel business, to anticipate and supply the wants of the public. The railroad at Cresson has made it possible to obtain *supplies for the table* not only from the surrounding country, but from both the Philadelphia and Pittsburg markets. There is at Cresson Springs a Telegraph Office, and two daily mails from Philadelphia and Pittsburg and intermediate places.

Tickets (good for the round trip) from Philadelphia can be had at the office of Mr. Kinsey, at the Railroad Company's office. For further information, address

G. W. MULLIN,
Cresson Springs, Cambria county, Pa.
je15-1m

CONGRESS HALL, ATLANTIC CITY.—I would respectfully inform my friends and the public that I have again taken CONGRESS HALL, this being the third year, and have made every preparation for the coming season; the house being enlarged, remodelled, new furniture, the chambers refitted, new beds, &c., &c., &c. The house is located two hundred feet from the ocean, and is better place than CONGRESS HALL; it is the nearest to the ocean of any of the large houses at Atlantic City, being but 100 yards from the Beach, thus presenting itself an advantage to the public. There are but few cottages in better shape than Atlantic this summer; the Sand Bar, that was such a great drawback last season, has all been swept away by the high tides of last fall, and formed into one of the best Bathing Surf on the Atlantic Sea Board.

je11-2m* JACOB SHINKLE.

There is an excellent Band of Music engaged.
Attached is a Splendid Billiard Room. je14-1m

SURF HOUSE, ATLANTIC CITY, N. J.—This popular HOTEL will be opened as usual, on the 1st of June, for the reception of those gentlemen that are enjoyed by no other hotel at Atlantic City.

Its immediate proximity to the ocean, the magnificent view from the ocean, and the fact that it is as free as the present season), the certainty of constant cool breeze (Northeast), all combine to render the house a most desirable place of summer resort.

The undersigned need scarcely speak to his old patrons concerning the fitting, attendance, and table, but will only remark that he is determined that the Surf House shall continue to maintain its well-established reputation.

A band of music has been engaged for the season, and each of the guests so enjoy dancing will be afforded full opportunity for the same.

The railroad facilities between Philadelphia and Atlantic are full and complete, while a passenger car conveys guests to and fro between the Surf House and the "Inlet" at short intervals.

Persons desiring to engage rooms will please address

H. S. BENSON,
je4-1m Proprietor Surf House.

BEDFORD MINERAL SPRINGS.—This popular Summer Resort is now open, and prepared for the reception of visitors, until October next. Arrangements will be made in the course of the most experienced management in the country.

The Bedford Railroad has been finished to within one hour's ride of Bedford, and the Springs by stage.

Visitors will come by Pennsylvania Railroad to Huntingdon, thence by the Broad Top Railroad to Bedford.

Ample arrangements have been made to supply dealers and individuals with the BEDFORD WATER, in bottles and barrels, as follows:

For Barrel, oak	$3 00
" Half Barrel, oak	2 00
" " mulberry	4 00

All orders addressed to R. L. ANDERSON, Bedford, promptly filled.

Persons wishing rooms, or any information about place, will address ESPY L. ANDERSON. je3-2m

UNITED STATES HOTEL, CAPE ISLAND, N. J.

JOHN WEST, JAMES WEST,
PROPRIETORS.

Beg leave to call the attention of their friends and the public to the above magnificent Establishment, which will be open for the reception of visitors on the 16th of June.

Besides a spacious Dining Hall and Parlors, it contains a large number of chamber and family ventilated Bed Rooms, all handsomely furnished with new furniture throughout.

The Proprietors of this Establishment will spare no care or expense to meet the wants of their guests, and hoping to share liberally in the public patronage.

Application for rooms made to the subscribers, by letter to Cape Island, will receive a prompt response.

je2-6w WEST & MILLER.

UNITED STATES HOTEL, ATLANTIC CITY, N. J.

This celebrated Hotel will be open for the reception of guests on TUESDAY, June 21st, 1864, and will be under the supervision of Col. James W. Powers, with Mr. Edward Lawrence as assistant.

Practical and experienced persons have been employed for each department, and every exertion will be made to render the house in every respect worthy of the public.

After July 1st, four trains will leave Vine-street Ferry, daily, the Fast Line through in two hours, without stopping at the way stations.

A passenger car will be run from the Hotel to the Inlet every twenty minutes.

Haseler's Band, under the direction of Mr. Simon Hassler, has been engaged for the season.

Persons wishing to engage rooms will address

BROWN & WHITE,
Proprietors,
Atlantic City, New Jersey.

N. B.—The Sand Bar, which lost your former opposite the shore, has entirely disappeared, leaving the beach one of the safest and safest on the coast. jel-3m

CONGRESS HALL, CAPE ISLAND, NEW JERSEY.

This favorite Hotel will be opened for the reception of guests on JUNE FIRST.

The House has been refurnished and thoroughly renovated. Writing and Reading Rooms and a Telegraph Office have been added for the exclusive use of the guests.

The proprietor feels warranted in assuring the public that, with the gentlemanly and competent officers retained, such department will be conducted to the entire satisfaction of the most fastidious.

Haseler's Band, under the personal direction of Mr. MARK HASSLER, has been engaged exclusively for Congress Hall.

Any further information will be cheerfully given, by addressing J. F. CAKE,
my6-2m Proprietor.

RAILROAD LINES.

1864. PENNSYLVANIA CENTRAL RAILROAD. 1864.

PHILADELPHIA TO PITTSBURG 330 MILES DOUBLE TRACK.

THE SHORT ROUTE TO THE WEST.

Trains leave the Depot at ELEVENTH and MARKET Streets, as follows:

Fast Line at	7.25 A. M.
Fast Line at	11.55 A. M.
Through Express at	10.30 P. M.
Parkesburg Train, No. 1, at	10.00 A. M.
Parkesburg Train, No. 2, at	1.00 P. M.
Harrisburg Accommodation Train at	2.30 P. M.
Lancaster Train at	4.00 P. M.
Paoli Accommodation Train, (leaving West Philadelphia)	6.00 P. M.

The Through Express Train runs daily—all the other trains daily, except Sunday.

FOR PITTSBURG AND THE WEST.

The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all the diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri Rivers, and South and Southwest to all points accessible by Railroad.

INDIANA BRANCH RAILROAD.

The Through Express connects at Blairsville Intersection with a train on this road for Blairsville, Indiana, &c.

EBENSBURG AND CRESSON BRANCH RAILROAD.

The Through Express Train connects at Cresson at 10.45 A. M. with a train on this road for Ebensburg. A train also leaves Cresson for Ebensburg at 8.45 P. M.

HOLLIDAYSBURG BRANCH RAILROAD.

The Mail Train leaves Pennsylvania Depot at Altoona with trains for Hollidaysburg at 7.55 P. M. and 6.40 A. M.

TYRONE AND CLEARFIELD BRANCH RAILROAD.

The Through Express Train connects at Tyrone with trains for Clearfield, Phillipsburg, Fort Matilda, Milesburg, and Bellefonte.

HUNTINGDON AND BROAD-TOP RAILROAD.

The Through Express Train connects at Huntingdon with a train for Hopewell and Bloody Run at 6.55 A. M.

NORTHERN CENTRAL RAILWAY—PHILADELPHIA AND ERIE RAILROADS.

FOR SUNBURY, WILLIAMSPORT, LOCK HAVEN, and all points on the Philadelphia and Erie Railroad, and ELMIRA, ROCHESTER, BUFFALO, AND NIAGARA FALLS. Passengers taking the Mail Train, at 7.25 A. M., and the Through Express, at 10.30 P. M., daily (except Sundays), go directly through without change of cars between Philadelphia and Williamsport.

FOR YORK, HANOVER, AND GETTYSBURG, the train leaving at 7.20 A. M. and 2.30 P. M., connect at Columbia with trains on the Northern Central Railroad.

CUMBERLAND VALLEY RAILROAD.

The Mail Train and Through Express connect at Harrisburg with trains for Carlisle, Chambersburg, and Hagerstown.

WAYNESBURG BRANCH RAILROAD.

The trains leaving at 7.25 A. M. and 2.30 P. M. connect at Dowlaystown with trains on this road for Waynesburg and all intermediate stations.

MANN'S BAGGAGE EXPRESS.

An Agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city.

For further information apply at the Passenger Station S. E. corner of ELEVENTH and MARKET Streets.

JAMES CAYLEY, Ticket Agent.

WESTERN EMIGRATION.

An Emigrant Accommodation Train leaves No. 137 Dock street daily (Sundays excepted), at 4 o'clock P. M. For full information apply at

FRANCIS FUNK, Emigrant Agent,
137 DOCK Street.

FREIGHTS.

By this route freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, or any place on the Ohio or Mississippi Rivers or the West, by steamers from Pittsburg.

For rates of freight, or other directions, apply to S. B. KINGSTON, Jr., Philadelphia.

ENOCH LEWIS,
General Superintendent, Altoona, Pa.

1864. NEW YORK LINES. 1864.

ARRANGEMENTS OF 1864.

THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK AND BOSTON.

FROM WALNUT-STREET WHARF, WILL LEAVE AS FOLLOWS—VIZ:

PARE.

At 6 A. M., via Camden and Amboy, C. and A. Accommodation $2 25
At 8 A. M., via Camden and Jersey City, Morning Express 3 00
At 8 A. M., via Camden and Jersey City, 24 Class Ticket 2 25
At 12 M., via Camden and Amboy, C. and A. Accommodation 2 25
At 2 P. M., via Camden and Amboy, C. and A. Express 3 00
At 7 P. M., via Camden and Amboy, Accommodation 1 75
At 6 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger)—1st Class Ticket 2 25
Do. do. do. 24 Class 1 50

For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Phillipsburg, Flemington, &c.

At 8 A. M., via Camden and Jersey City, Express, for Flemington, Lambertville, and intermediate stations 3 00

For Mount Holly, Evansville, and Pemberton, at 6 A. M., 2, and 5 P. M.

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

For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, at 6 A. M., 2, 4.30, 5.30, 6, and 6 P. M. The 5.30 and 6 P. M. lines run direct through to Trenton.

For Palmyra, Riverton, Delanco, Beverly, and Burlington, at 7 P. M.

Steamboat Trenton, for Bristol, Burlington, Beverly, Tacony, and Tacony, at 9.30 A. M. and 2.30 P. M.

LINES FROM KENSINGTON DEPOT WILL LEAVE

At 4 A. M. (Night), via Kensington and New York, Washington and New York Mail $2 25
At 11.30 A. M., via Kensington and Jersey City, Express 3 00
At 4.30 P. M., via Kensington and Jersey City, Express 3 00
At 6.30 P. M., via Kensington and Jersey City, Washington and New York Express 3 00

Sunday Lines leave at 4 A. M. and 6.45 P. M.

For Morrisville, Tullytown, Croydon, Bristol, Withesbarre, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 4 A. M. (Night), and 11.30 A. M. (Express).

Leaving Easton for Mauch Chunk at 3.30 P. M.

For Flemington, Lambertville, and intermediate stations, at 5 P. M.

For Bristol, Trenton, &c., at 7.15 and 11.15 A. M., and 6 P. M.

For Holmesburg, Tacony, Wissonoming, Bridesburg, and Frankford, at 5.45, 7, 8, 9, 10, 11 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 P. M.

For New York and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, which pass the depot every five minutes.

Baggage wagons will call at the residences of passengers to take their baggage to the depot on the arrival of each train run from the Depot.

Fifty pounds of Baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel, and baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to $100, for any one person, and for any amount beyond $100, except by special contract.

Checks for Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street.

WILLIAM H. GATZMER, Agent.

June 20, 1864.

LINES FROM NEW YORK FOR PHILADELPHIA, WILL LEAVE FROM THE FOOT OF COURTLAND STREET.

At 12 M. and 4 P. M., via Jersey City and Camden.

At 7 and 10 A. M., and 6 P. M., and 12 (Night), via Jersey City and Kensington.

From Pier No. 1, North river, at 12 M., 4, and 8 P. M., (freight and passenger,) Amboy and Camden. jel-tf

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

CHANGE OF HOURS.

ON AND AFTER SUNDAY, June 19, 1864,

PASSENGER TRAINS WILL LEAVE PHILADELPHIA FOR

Baltimore at 4.30, Express, (Mondays excepted), 8.05 A. M., 12 M., 2.30 and 10.30 P. M.

Chester at 5.05, 11.15 A. M., 2.30, 4.30, 6, and 11 P. M.

Wilmington at 4.30 (Mondays excepted), 8.05, 11.15 A. M., 2.30, 4.30, 6, 10.30, and 11 P. M.

New Castle at 8.00 A. M., and 4.30 P. M.

Dover at 10.45 A. M., and 4.30 P. M.

Milford at 3.05 A. M.

Salisbury at 8.05 A. M.

TRAINS FOR PHILADELPHIA LEAVE

Baltimore at 5.45, 9.40 A. M. (Express), 1.10, 6.25, and 10.20 P. M.

Wilmington at 1.45, 6.45, 9 A. M., 12.24, 1, 1.45, 4, 4.33, 7.30, and 9.10 P. M.

Salisbury at 6 A. M.

Milford at 3.55 P. M.

Dover at 6.30 A. M., and 4.55 P. M.

New Castle at 6.30 A. M., and 6.55 P. M.

Chester at 7.45, 9.40 A. M., 1, 2.39, 4.40, 6, 8.14, and 9.40 P. M.

Leave Baltimore for Salisbury and intermediate stations at 10.25 P. M.

Leave Baltimore for Dover and intermediate stations at 1.10 P. M.

TRAINS FOR BALTIMORE

Leave Chester at 8.40 A. M