SHIPPING

STEAM TO LIVERPOOL—CALLING at Queenstown.—The Inman Line, sailing semi-weekly, carrying the United States Mails. RETURN TICKETS TO PARIS AND BACK, FIRST CLASS, $200 GOLD.

EDINBURGH.....Wednesday, July 31
CITY OF BOSTON.....Saturday, August 3
CITY OF BALTIMORE.....Saturday, August 10
CITY OF WASHINGTON.....Wednesday, August 14
CITY OF LONDON.....Saturday, August 17

And each succeeding Saturday and Wednesday, at noon, from Pier No. 45 North River.

RATES OF PASSAGE

By the mail steamer sailing every Saturday.

Payable in Gold.		Payable in Currency	
First Cabin	$110	Steerage	$3
To London	115	To London	4
To Paris	125	To Paris	4

Passage by the Wednesday Steamers:—First Cabin $110; Steerage, $30. Payable in U. S. Currency.

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.

Steerage passage from Liverpool or Queenstown, $30 currency. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's office.

JOHN G. DALE, Agent,
No. 15 BROADWAY, N. Y.
8 7 or No. 411 CHESNUT St., Philadelphia.

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES.

DRAFTS AVAILABLE THROUGHOUT ENGLAND IRELAND, SCOTLAND, AND WALES.

For particulars apply to
TAPSCOTTS, BROTHERS & CO.,
No. 36 SOUTH Street, and No. 23 BROADWAY.
4 1 Or to THOS. T. SEARLE, No. 217 WALNUT St

PHILADELPHIA RICHMOND AND NORFOLK STEAMSHIP LINE. THROUGH AIR LINE TO THE SOUTH AND WEST.

THROUGH RECEIPTS TO NEWBERN.

Also, all points in North and South Carolina, via Seaboard and Roanoke Railroad, and to Lynchburg Va., Tennessee, and the West, via Norfolk, Petersburg, South-Side Railroad, and Richmond and Danville Railroad.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates, and leave regularly from first wharf above Market street.

Freight received daily.

WM. P. CLYDE & CO.,
No. 14 North and South Wharves.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO, Agents at Norfolk. 6 1

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE, FOR NEW ORLEANS, LA.

STAR OF THE UNION, 1076 tons, Capt. T. N. Cookse.
JUNIATA, 1215 tons, Captain P. F. Hoxie,
TIOGA, 1075 tons, Captain J. F. Morse.

Will leave this port every two weeks alternately, touching at Havana returning, for freight and passengers.

The TIOGA will leave for New Orleans on SATURDAY, August 3, at 8 o'clock A. M., from Pier No. 18 (second wharf below Spruce street).

The STAR OF THE UNION will leave New Orleans for this port July 30.

Through bills of lading signed for freight to Mobile, Galveston, Natchez, Vicksburg, Memphis, Nashville, Cairo, St. Louis, Louisville, and Cincinnati.

WILLIAM L. JAMES, General Agent,
No. 314 S. Delaware avenue.
4 1 Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE FOR SAVANNAH, GA.

TONAWANDA, 850 tons, Captain Wm. Jennings.
WYOMING, 850 tons, Captain Jacob Teal.

The steamship TONAWANDA will leave for the above port on Saturday, August 3, at 8 o'clock A. M., from second wharf below Spruce street.

Through passage tickets sold and freight taken for all points in connection with the Georgia Central Railroad.

WILLIAM L. JAMES, General Agent,
No. 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell. 4 1

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE FOR WILMINGTON, N. C.

The steamship PIONEER, 812 tons, Captain J. Bennett, will leave for the above port on THURSDAY, August 15, at 8 o'clock A. M., from Pier 18 (second wharf below Spruce street).

Bills of lading signed at through and reduced rates to all principal points in North Carolina.

Agents at Wilmington, Worth & Daniel.

WILLIAM L. JAMES, General Agent,
4 1 No. 314 S. Delaware avenue.

HAVANA STEAMERS.

SEMI-MONTHLY LINE, CARRYING THE UNITED STATES MAIL.

The Steamships
HENDRICK HUDSON.....CAPTAIN HOWES
STARS AND STRIPES.....CAPTAIN HOLMES

These fine steamers will leave this port for Havana every other Tuesday at 8 A. M.

The Steamship HENDRICK HUDSON, (Howes, Master), will sail for Havana on TUESDAY MORNING, July 30, at 8 o'clock.

Passage to Havana, $50 currency.

No freight received after Saturday.

For Freight or Passage apply to
THOMAS WATTSON & SONS,
5 18 No. 140 N. DELAWARE Avenu

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Freight received daily.

WM. P. CLYDE & CO.,
No. 14 North and South Wharves.
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Virginia. 61

OPPOSITION TO MONOPOLY.—DAILY LINE FOR BALTIMORE, via Chesapeake and Delaware Canal.

Philadelphia and Baltimore Union Steamboat Company, daily at 2 o'clock P. M.

The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. (Sundays excepted).

Carrying all description of Freight as low as any other line.

Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of commission.

Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages, etc. etc.

For further information, apply to
JOHN D. RUOFF, Agent,
5 16 No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

Express Steamboat Company Steam Propellers leave Daily from first wharf below Market street. Through in twenty-four hours. Goods forwarded to all points, North, East and West, free of commission.

Freights received at the lowest rates.

WM. P. CLYDE & CO., Agents,
No. 14 south Wharves.
JAMES HAND, Agent,
No. 104 Wall street, New York. 1 tf

FOR NEW YORK.—SWIFTSURE Transportation Company Despatch and Swiftsure Lines, via Delaware and Raritan Canal, on and after the 15th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken upon accommodating terms, apply to

WILLIAM M. BAIRD & CO.,
1 13 No. 132 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents, Ship-Carpenters, and Machinists having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on reasonable terms.

JOHN H. HAMMITT,
Kensington Screw Dock,
1 13 DELAWARE Avenue, above Laurel street.

STOVES, RANGES, ETC.

CULVER'S NEW PATENT DEEP SAND-JOINT HOT-AIR FURNACE.

RANGES OF ALL SIZES.

Also, Philegar's New Low Pressure Steam Heating Apparatus. For sale by

CHARLES WILLIAMS,
5 10 No. 1182 MARKET Street.

THOMPSON'S LONDON KITCHENER; OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Lowdows Grates, Fireboard Stoves, Bath Boilers, Stewhole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers.

SHARPE & THOMSON,
5 27 stuthim No. 209 N. SECOND Street.

PRIVY WELLS—OWNERS OF PROPERTY—The only place to get Privy Wells cleaned and disinfected at very low prices.

A. PEYSON,
Manufacturer of Poudrette,
5 10 GOLDSMITH'S HALL, LIBRARY Street.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835.

Office, S. E. corner of THIRD and WALNUT Streets Philadelphia.

MARINE INSURANCES
vessels, cargo, and freight, to all parts of the world.

INLAND INSURANCES
on goods by river, canal, lake, and land carriage, to all parts of the Union.

FIRE INSURANCES
on merchandise generally.
On stores, Dwelling Houses, etc

ASSETS OF THE COMPANY,
November 1, 1866.

$100,000	United States 5 Per Cent. Loan, 1871	$114,000'00
120,000	United States 6 Per Cent. Loan, 1881	136,500'00
200,000	United States 7 3-10 Per Cent. Loan, Treasury Notes	211,500'00
125,000	City of Philadelphia 6 Per Cent. Loan (exempt)	126,562'50
54,000	State of Pennsylvania 6 Per Cent. Loan	54,700'00
66,000	State of Pennsylvania 5 Per Cent. Loan	44,620'00
50,000	State of New Jersey Six Per Cent. Loan	50,750'00
20,000	Pennsylvania Railroad, 1st Mortgage, Six Per Cent. Bonds	20,500'00
25,000	Pennsylvania Railroad, 2d Mortgage, Six Per Cent. Bonds	24,250'00
25,000	Western Pennsylvania Railroad Six Per Cent. Bonds (Pennsylvania Railroad guarantees)	20,750'00
20,000	State of Tennessee Five Per Cent. Loan	18,000'00
7,000	State of Tennessee Six Per Cent. Loan	40'00
15,000	300 Shares Stock of Germantown Gas Company (principal and interest guaranteed by the city of Philadelphia)	15,000'00
7,150	143 Shares Stock of Pennsylvania Railroad Company	8,258'25
5,000	100 Shares Stock of North Pennsylvania Railroad Company	3,950'00
*20,000	80 Shares Stock of Philadelphia and Southern Mail Steamship Company	20,000'00
195,900	Loans on Bonds and Mortgage, 1st Liens on City Property	195,900'00
$1,045,050 par.	Market value. Cost, $1,030,552'05.	$1,070,238'75
	Real Estate	36,000'00
	Bills receivable for Insurances made	27,637'20
	Balance due at agencies.—Premiums on Marine Policies, Accrued interest, and other debts due to the Company	38,923'90
	Scrip and Stock of sundry Insurance and other Companies, $6173. Estimated value	2,930'00
	Cash in Bank.....$811,267'26	
	Cash in Drawer..... 447'14	41,540'00
		$1,497,321'65

*This being a new enterprise, the Par is assumed as the market value.

Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, John R. Penrose, James Traquair, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph H. Seal, George G. Leiper, Hugh Craig, John D. Taylor, Jacob Riegel, Samuel E. Stokes, Henry Sloan, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, Spencer McIlvaine, J. B. Semple, Pittsburg, A. B. Berger, " D. T. Morgan, " George W. Bernardou.

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary. 1 8

1829—CHARTER PERPETUAL.

Franklin Fire Insurance Co. OF PHILADELPHIA.

OFFICE:
NOS. 435 AND 437 CHESNUT STREET.

ASSETS ON JANUARY 1, 1867, $2,553,146'13.

Capital	$400,000'00
Accrued Surplus	946,713'98
Premiums	1,206,432'15
UNSETTLED CLAIMS, $27,431'78	INCOME FOR 1866, $325,000.

LOSSES PAID SINCE 1829 OVER $5,500,000.

Perpetual and Temporary Policies on Liberal Terms

DIRECTORS.

Charles N. Bancker, Tobias Wagner, Samuel Grant, George W. Richards, Isaac Lea, George Fales, Alfred Fitler, Francis W. Lewis, M. D., Peter McCall, Thomas Sparks.

CHARLES N. BANCKER, President.
GEORGE FALES, Vice-President.
J. W. MCALLISTER, Secretary pro tem. [8 1 12 23]

TAKE A LIFE POLICY

IN THE

BROOKLYN LIFE INSURANCE COMPANY

OF NEW YORK.

OFFICE:

N. E. Cor. SEVENTH and CHESNUT.

E. B. COLTON,
2 23 GENERAL AGENT.

PROVIDENT LIFE AND TRUST COMPANY OF PHILADELPHIA,
No. 111 South FOURTH Street,
INCORPORATED 3d MONTH 22d, 1865.
CAPITAL, $150,000, PAID IN.

Insurance on Lives, by Yearly Premiums; or by 5, 10 or 20 year Premiums, Non-forfeiture.

Annuities granted on favorable terms.

Term Policies, Children's Endowments.

This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its policy holders.

Moneys received at interest, and paid on demand.

Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or any person or persons, or bodies politic or corporate.

DIRECTORS.

SAMUEL R. SHIPLEY, JOSHUA H. MORRIS, RICHARD WOOD, RICHARD CADBURY, HENRY HAINES, T. WISTAR BROWN, W. C. LONGSTRETH, WILLIAM HACKER, CHARLES F. COFFIN.

SAMUEL R. SHIPLEY, President. ROWLAND PARRY, Actuary.
WM. C. LONGSTRETH, Vice President.
THOMAS WISTAR, M. D., Medical Examiner. J. B. TOWNSEND, Legal Adviser.
7 27

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also, on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr., Alexander Benson, Isaac Hazlehurst, Thomas Robbins, John Devereux, Thomas Smith, Henry Lewis, J. Gillingham Fell, Daniel Haddock, Jr.

DANIEL SMITH, JR., President.
WILLIAM G. CROWELL, Secretary. 3 30

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.

In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE for liberal terms on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.

John L. Hodge, M. B. Mahony, John T. Lewis, William S. Grant, Robert W. Leaming, D. Clark Wharton, Samuel Wilcox, Lawrence Lewis, Jr., David Lewis, Benjamin Eiting, Thomas H. Powers, A. R. McHenry, Edmund Castillon, Louis C. Norris.

SAMUEL WILCOX, President.
JOHN WUCHERER, Secretary.

INSURANCE COMPANIES.

INSURANCE COMPANY OF NORTH AMERICA.

OFFICE, No. 232 WALNUT ST., PHILADELPHIA

INCORPORATED 1794. CHARTER PERPETUAL.

CAPITAL, $500,000.

ASSETS, JANUARY 8, 1867, $1,763,867'31

INSURES MARINE, INLAND TRANSPORTATION AND FIRE RISKS.

DIRECTORS.

Arthur G. Coffin, Samuel W. Jones, John A. Brown, Charles Taylor, Ambrose White, Richard D. Wood, William Welsh, S. Morris Wain, John Mason, George L. Harrison, Francis R. Cope, Edward H. Trotter, Edward S. Clarke, William Cummings, T. Charlton Henry, Alfred D. Jessup, John P. White, Louis C. Madeira.

ARTHUR G. COFFIN, President.
CHARLES PLATT, Secretary.
WILLIAM BUEHLER, Harrisburg, Pa., Central Agent for the State of Pennsylvania. 1 25

GIRARD FIRE AND MARINE INSURANCE COMPANY,
(No. 639)
N. E. COR. CHESNUT AND SEVENTH STS.
PHILADELPHIA.

CAPITAL AND SURPLUS OVER $300,000
INCOME FOR 1866, $103,924.

Losses Paid and Accrued in 1866.

$47,000

Of which amount not $3000 remains unpaid at this date. $16,000,000 of property has been successfully insured by this Company in thirteen years, and Eight Hundred Losses by Fire promptly paid.

DIRECTORS.

Thomas Craven, Furman Sheppard, Thomas Mackellar, John Supplee, John W. Ingham, Elias Yerkes, Jr., Alfred S. Gillett, N. S. Lawrence, Charles I. Dupont, Henry F. Kenney, Joseph Klapp, M. D.

THOMAS CRAVEN, President.
A. S. GILLETT, Vice-President.
2 22 fmw] JAMES B. ALVORD, Secretary

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety and are provided with wharves, blocks, falls, etc. etc for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
6 22 BEACH and PALMER Streets.

J. VAUGHAN MERRICK, JOHN E. COPE, WILLIAM H. MERRICK

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either iron or brass.

Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc.

Retorts and Gas Machinery, of the latest and most improved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Agents for N. Billeux's Patent Sugar Boiling Apparatus, Neamyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machine. 6 20

BRIDESBURG MACHINE WORKS
OFFICE,
No. 65 N. FRONT STREET,
PHILADELPHIA.

We are prepared to fill orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLLEN MILLS,
including all recent improvements in Carding, Spinning, and Weaving.

We invite the attention of manufacturers to our extensive works.

1 ALFRED JENKS & SON.

LUMBER.

1867.—SELECT WHITE PINE BOARDS AND PLANK.
4-4, 5-4, 6-4, 2, 2½, 3, and 4 inch
CHOICE PANEL AND 1st COMMON, 16 feet long
4-4, 5-4, 6-4, 2, 2½, 3, and 4 inch
WHITE PINE, PANEL PATTERN PLANK.
LARGE AND SUPERIOR STOCK ON HAND,

1867.—BUILDING! BUILDING
BUILDING LUMBER! LUMBER! LUMBER!
4-4 CAROLINA FLOORING,
5-4 CAROLINA FLOORING,
4-4 DELAWARE FLOORING,
5-4 DELAWARE FLOORING,
WHITE PINE FLOORING,
ASH FLOORING,
WALNUT FLOORING,
SPRUCE FLOORING,
STEP BOARDS,
RAIL PLANK,
PLASTERING LATH.

1867.—CEDAR AND CYPRESS SHINGLES.
LONG CEDAR SHINGLES.
SHORT CEDAR SHINGLES.
COOPER SHINGLES.
FINE ASSORTMENT FOR SALE LOW.
NO. 1 CEDAR LOGS AND POSTS.

1867.—LUMBER FOR UNDERTAKERS! LUMBER FOR UNDERTAKERS!
RED CEDAR, WALNUT, AND PINE.

1867.—ALBANY LUMBER OF ALL KINDS.
ALBANY LUMBER OF ALL KINDS.
SEASONED WALNUT,
DRY POPLAR, CHERRY, AND ASH.
OAK PLANK AND BOARDS.
MAHOGANY,
ROSEWOOD, AND WALNUT VENEERS.

1867.—CIGAR-BOX MANUFACTURERS.
CIGAR-BOX MANUFACTURERS.
SPANISH CEDAR BOX BOARDS.

1867.—SPRUCE JOIST! SPRUCE JOIST!
SPRUCE JOIST!
FROM 14 TO 32 FEET LONG.
SUPERIOR NORWAY SCANTLING.
MAULE, BROTHER & CO.,
6 1 rp] No. 2500 SOUTH STREET.

U. S. BUILDERS' MILL,
NOS. 24, 26, AND 28 S. FIFTEENTH ST.,
ESLER & BRO., Proprietors.

Keep on hand, made of the Best Seasoned Lumber, at low prices,

WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS.

Newels, Balusters, Bracket and Wood Mouldings.

WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS.

Walnut and Ash Hand Railing, 3, 3½, and 4 inches.

BUTTERNUT, CHESNUT, and WALNUT MOULDINGS to order. 6 12

J. C. PERKINS,
LUMBER MERCHANT.
Successor to R. Clark, Jr.,
NO. 324 CHRISTIAN STREET.
Constantly on hand a large and varied assortment of Building Lumber. 5 24

FIRE AND BURGLAR PROOF SAFES

C. L. MAISER.
MANUFACTURER OF
FIRE AND BURGLAR-PROOF SAFES.
LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,
6 5 NO. 434 RACE STREET.

A LARGE ASSORTMENT OF FIRE and Burglar-proof SAFES on hand, with inside doors, Dwelling-house Safes, free from dampness. Prices low.

C. HASSENFORDER,
6 8 No. 412 VINE Street.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD

SUMMER TIME, TAKING EFFECT JUNE 2, 1867.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one square of it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 901 Chesnut street, or No. 1 South Eleventh street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8'00 A. M.
Paoli Accommodation, No. 1	10'00 A. M.
Fast Line and Erie Express	12'10 P. M.
Paoli Accommodation, No. 2	1'00 P. M.
Harrisburg Accommodation	2'30 P. M.
Lancaster Accommodation	4'00 P. M.
Parkesburg Train	5'30 P. M.
Western Accommodation Train	5'40 P. M.
Cincinnati Express	7'20 P. M.
Erie Mail	12'10 P. M.
Paoli Accommodation, No. 3	9'00 P. M.
Philadelphia Express	11'15 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 137 DOCK Street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	1'15 A. M.
Philadelphia Express	7'10 A. M.
Erie Mail	7'10 A. M.
Paoli Accommodation, No. 1	8'20 A. M.
Parkesburg Train	9'20 A. M.
Lancaster Train	10'40 P. M.
Fast Line and Erie Express	1'10 P. M.
Paoli Accommodation, No. 2	4'10 P. M.
Day Express	6'20 P. M.
Paoli Accommodation, No. 3	7'40 P. M.
Harrisburg Accommodation	9'50 P. M.

For further information apply to
JOHN C. ALLEN, Ticket Agent,
No. 901 CHESNUT Street.
SAMUEL R. WALLACE,
Ticket Agent at the Depot.

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

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

1867.—FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows, viz.:— FARE.

At 5 A. M., via Camden and Amboy, Accom. $2'25
At 8 A. M., via Camden and Jersey City, Express Mail 3'00
At 2 P. M., via Camden and Amboy, Express 3'00
At 5 P. M., via Camden and Amboy, Accommodation and Emigrant 2'25
At 8 A. M., 2, 8 and 6 P. M., for Mount Holly, Evansville, Pemberton, Birmingham, and Vincentown.

At 5 A. M. and 2 P. M. for Freehold.

At 5, 8 and 10 A. M., 2 and 4 P. M., for Trenton.

At 5, 8 and 10 A. M., 1, 2, 4, 5, 6, and 11'30 P. M., for Bordentown, Burlington, Beverly, and Delanco.

At 5 and 10 A. M., 1, 2, 4, 5, 6, and 11'30 P. M., for Florence.

At 5 and 10 A. M., 1, 4, 5, 6, and 11'30 P. M., for Edgewater, Riverside, Riverton, and Palmyra.

At 5 and 10 A. M., 1, 4, 6, and 11'30 P. M., for Fish House.

The 1 and 11'30 P. M. Lines leave from Market Street Ferry, upper side.

LINES FROM KENSINGTON DEPOT

Will leave as follows:—

At 11 A. M., 4'30 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines. Fare, $3.

At 5, 10'15 and 11 A. M., 2'30, 3'30, 4'30, 5, and 12 P. M., for Trenton and Bristol.

At 8 and 10'15 A. M., 2'30, 5, and 12 P. M., for Morrisville and Tullytown.

At 8 and 10'15 A. M., 2'30, 4'30, 5, and 12 P. M., for Schencks.

At 10'15 A. M., 2'30 and 5 P. M., for Eddington.

At 7'30 and 10'15 A. M., 2'30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot,

At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc.

At 8 A. M. and 3'30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.

The 3'30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Stations.

Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—

At 1'30 A. M., and 1'30 and 6'30 P. M. Washington and New York Express Lines, via Jersey City, Fare, $5 25.

The 1'30 A. M. and 6'30 P. M. Lines will run daily. All others, Sundays excepted.

July 15, 1867. WM. H. GATZMER, Agent.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).
Commencing SATURDAY, July 13, 1867.

9'00 A. M. Morning Mail. Due 12'25 P. M.
3'00 P. M. Cape May, Passenger. Due 7'15 P. M.
4'00 P. M. Express. Due 7'40 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6'30 A. M. Morning Mail. Due 10'07 A. M.
9'00 A. M. Fast Express. Due 12'07 P. M.
5'00 P. M. Cape May Express. Due 8'25 P. M.

The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7'00 A. M., returning leaves Cape Island at 5'00 P. M.

Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J.

Through tickets can be procured at No. 828 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.

WEST JERSEY RAILROAD LINES,
from foot of MARKET Street (Upper Ferry).
Commencing SATURDAY, July 13, 1867.

8'00 A. M. Morning Mail, for Bridgeton, Salem, Millville, Vineland, and intermediate stations.
9'00 A. M. Cape May Morning Mail.
3'00 P. M. Cape May Accommodation.
3'30 P. M. Bridgeton and Salem Passenger.
4'00 P. M. Cape May Express.
6'00 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 9'30 A. M.

West Jersey Freight Train leaves Camden at 12 M. (noon).

Freight will be received at Second Covered Wharf below Walnut street, from 7'00 A. M. until 5'00 P. M. Freight received before 9'00 A. M. will go forward the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue
7 2 tf WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE,
On and after Wednesday, May 1, 1867,
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9'05, 10, 11, 12 A. M. 1, 3¼, 5¼, 4, 5, 6¼, 6'10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8'20, 9, 10, 11, 12 A. M. 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8'20 Down Train and 3¼ and 5¼ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M. 2, 7, 10¼ P. M.
Leave Germantown 8¼ A. M. 1, 6, 9¼ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3¼, 5¼, 7, 4 and 11 P. M.

Leave Chesnut Hill 7'10, 8, 9'40, and 11'40 A. M. 1'40 3'40, 5'40, 6'40, 8'40, and 10'40 P. M.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M. 2 and 7 P. M.
Leave Chesnut Hill 7'50 A. M. 12'40, 5'40, and 9'25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11'00 A. M. 1¼, 3, 4½, 5½, 6¼, 8'05, and 11¼ P. M.

Leave Norristown 5'40, 7, 7'50, 9, and 11 A. M. 1¼, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2'30 and 7'15 P. M.
Leave Norristown 7 A. M., 5'30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7¼, 9, and 11'05 A. M. 1¼, 3, 4½, 5½, 6¼, 8'05, 9½, and 11½ P. M.

Leave Manayunk 6'10, 7¼, 8'20, 9½, and 11½ A. M. 2 3½, 5, 6¼, 9, and 10¼ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M. 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M. 6 and 9½ P. M.

W. S. WILSON, General Superintendent.
3 Depot, NINTH and GREEN Streets.

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILROAD. THROUGH IN TWO HOURS.

Five Trains daily to Atlantic City, and one on Sunday.

On and after SATURDAY, June 29, 1867, trains will leave VINE Street Ferry, as follows:—

Special Excursion	6'00 A. M.
Mail	7'30 A. M.
Freight, with Passenger Car attached	9'15 A. M.
Express (through in two hours)	3'00 P. M.
Atlantic Accommodation	4'15 P. M.

RETURNING—LEAVES ATLANTIC.

Special Excursion	5'18 P. M.
Mail	4'40 P. M.
Freight	11'40 A. M.
Express (through in two hours)	7'08 A. M.
Accommodation	8'45 A. M.

Junction Accommodation to Jackson and intermediate Stations leaves Vine street 5'30 P. M.

Returning leaves Jackson 6'28 A. M.

HADDONFIELD ACCOMMODATION TRAINS

Leave Vine street at	10'15 A. M. 2'00 P. M.
Leave Haddonfield at	1'00 P. M. 3'15 P. M.

SUNDAY MAIL TRAIN TO ATLANTIC CITY

Leaves Vine street at 7'30 A. M., and Atlantic at 4'40 P. M.

Fare to Atlantic $2. Round Trip Tickets, good only for the day and train on which they are issued, $3.

Tickets for sale at the Office of the Philadelphia Local Express Company, No. 625 CHESNUT Street and at No. 828 CHESNUT Street, Continental Hotel.

The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

D. H. MUNDY,
6 24 tf Agent.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.
NINE DAILY TRAINS.

On and after WEDNESDAY, May 8,