TWO MISSOURIANS SENTENCED AS | MURDERERS IN COLORADO.

Stone Benies His Complicity in the Murders, but Confesses the Commission of Four Murders in the States-Poster Confesses Ris Guilt and Implicates

Confession of Henry Stone, taken at the United States Jail, in the city of Denver, county of Arapahoe and Territory of Colorado, on the 6th day of May, A. D. 1866.

To the People of Colorado:—I was born on the 30th day of January, 1843, in the town of Perryville, Perry county, Missouri, where my parents now reside; there were nine children, five boys and four girls, misself being the youngest but one. I left home at the age of sixteen—went to Illinois—left home on account of getting into a fight with my brother. I thought i had killed him. I took to gambling and horse-racing—got in a fus with a man named John-son over a game of cards. I followed him about a mile from town and killed him by shooting him with a revolver-this was in the tall o 1855. I took from this man's person seven hundred dollars in money after I had killed him. I then went to Sparta, Illinois, and remained in that place about two weeks, I got in a luss with a man by the name of Bullinger, about a horse-race. I waylaid him on the road and killed him by shooting him—took from this man's person, a ter I had killed him, \$300. I then went from there to Jackson, Cape Girardean county, Missouri. I fell out with a man by the name of Andrew Smith, about a girl. Mysell and Smith were out walking in the edge of the town; I stabbed him with a kuite and killed him, getting only ten dollars in money. fied to St. Paul, Minnesota; stand there about two months, then went to St. Louis; joined the three months men in the army, in the year 1861; was mustered out; joined the 12th Missour cavairy—it was afterwards consolidated with the 5th Missouri Cavairy—mustered out and joined the Thirseeath Missouri Cavalry; staid at Rolla, Missouri, about five months, At the time we were stationed there, I killed a man whose name I do not know, near to the town of Dillon. I killed him for his money. I was out walking and saw two men. I followed them awhile and commenced shooting at them, and they shot at me I killed one, the other ran; I took from this man fifty-five dollars and a silver watch; I afterwards sold the watch; I killed this man about one year ago last December; we then received marching orders and went on to the Platte road; we were stationed at Camp Wardell; myself and Franklin Foster, on the 5th day of January, 1866, left Camp Wardell to hunt for antelope; when from five to eight miles above camp, on the cut-off road, we parted company; I went about due south, Foster going west or north of west; we were separated about two hours; I started back towards Foster; met him about a mile from some wagons, which I could see from the place that I met Foster; Foster said to me, "Let us desert from the army," I told him I wouldn't

While I was away from Foster I heard nine or ten shots fired in the direction of the wagons. Foster was coming from the wagons when I came up to him. Foster had two revolvers on him at the fime, one of which belonged to Thos. Rhodes, which Foster gave to him when we got to camp. On the next morning I was informed for the first time that two men had been mur-dered up the Platte river. This was the first that I knew of the murder. About 2 o'clock in the afternoon, Mr. Foster told me that we were accused of the murder. I told him that I did not believe it: he said I would find it out before night. On the first night that we came to Den ver, Mr. Poster told me that he did kill the two men, but that he would never own it—that he might be killed, but he should not own up. I have often requested him to prove my innocence, but he always said that he would not, and said if I said a word about it that he would tell the Court that we were both present when the two men were killed. I was airaid to tell the truth so kept denying any knowledge of the matter till this time. I did not know a word about the murder till told of it the next morning in I never received one cent of the money and do not know how much money Foster got.

The two men that I allude to as being killed were Isaac H Augustus and —— Sluman, for the murder of whom we were tried and con-

I was married the 26th day of July, 1862, in Perry county, Missouri; my wife is still living. I have one child about eighteen months old. (Attest,)
H. B. HASKELL.
I, Henry Stone, do solemly swear the above and

foregoing to be a true statement, made by my own free will.

Henry Stone.

Sworn and subscribed to before me this 16th day of May, A. D. 1866.
SAMUEL D. HUNTER,

[L. S.] SAMUEL D. HUNTER, Justice of the Peace, within and for the county of Arapahoe and Territory of Colorado.

Confession of Franklin Foster, taken at the United States Jail at Denver, Arapahoe county and Territory of Colorado, on the 16th day of

May, 1866. To the People of Colorado:—I was born in Stoddard county, Missouri, on the 25th day of Pebruary, 1846. My parents are both dead, they

died about thirteen years ago. I was an honest boy until 1 come to Colorado—accounted so by everybody, both women and men. I enlisted in the army July, 1861, at Cape Girardeau, Mo., in the 12th Missouri Cavalry. 1 consider myself as good a soldier as ever took hold of the butt of revolver. My regiment was conscillated with the 5th Missouri Cavalry, and I afterwards en-listed as a veteran in the 13th Missouri Cavalry. We came to Kansas (Fort Zarah), from there to Denver; from Denver to Camp Wardell. On the 5th day of January last, about 2 o'clock in the afternoon, myself and Henry Stone started to Central City on horseback, we intended to desert we struck out from camp, taking a southwest course. We bore into the Piatte river road, struck the Piatte at Bilou crack. We went up the road about one mile. Stone and I talked few minutes to Augustus and Sluman then we went up the road about a mile then we turned back. I said to Mr. Stone "I bet them men has got plenty of money." Mr. Stone said, "Let's go for them." I seconded the motion We came on down to where they were encamped; we hitched our horses to their wagon (Augustus and Siuman's wagon). I asked Mr. Augustus if anything was broke; he said he had some horses broke loose the night before; he was hunting them that day. Henry Stone on my right, in front of Stone drew his revolver, and was coking at Slun an, and revolving the cylinder in his hand. I knew what he aimed to do, would have called the shots if I could. I dre my revolver. I don't know what delayed him in his shots that he could not shoot quicker, whether he was frightened or his revolver would not go off. I fired six shots while he was two. I shot Augustus, from the descripman that killed Augustus. Mr. Stone shot Sluman. Stuman was on the ground before I shot at him, I then fired five shots at him; I hit him every time. Stone had hit Sluman before I fired at him. Either one of Sluman before I fired at him. Either one of his shots would have kilied him. Augustus was not hit with a slung shot, or the butt of a pistol, neither was Sluman. Augustus was not dead when I left him; he raised up once. Neither of them spoke after the shots were fired. We searched the bodies; I myself got one hundred doliars in greenbacks out of the shirt pocket of Augustus; whether Stone got anything, I den't know. When we two (Stone and myself) left Camp Wardwell, we started to Central City, proposing to make money as we could get it. proposing to make money as we could get it. We had a good horse apiece, saddle, and equipments. Henry Stone had one revolver; I had two. We had been drinking. After the murder I wanted to go to the States. I knew he would be suspected also. Next day I told Stone he would be arrested before the sun set. So we were. He said he did not believe we would. He said they could not do anything with us if they did arrest us. Stone was with me when we met Mr. Bouter, John Sterling, and Louis Summer, about two miles from the wagons. Stone was badly frightened; as for myself, I was not frightened a bit. I looked at my re-

volver once—the revolver that I had shot out; it was empty. Putting it back and taking the second thought (my intention was to kill all takes), I thought I would not, but would leave the country. We talked a few minutes with the three men; then they went up and we went down the road, and stopped at went down the road, and stopped at camp until after we were arrested. When I left camp I had between forty and forty-five dollars. Stone told me that he had only seven dollars. When he was arrested he had thirteen dollars and some odd cents. Last night, the 15th day of May, I had a conversation with Stone in regard to the murder. Stone asked me if I was prepared to meet my God. I told him that I thought I was, I asked him didn't he think he could be before he was executed. He said he didn't know. Says he, Franklin, there is only

didn't know. Says he, Franklin, there is only one thing can save my life. I asked him what it was. He said for me to confess that I had done the murder alone, and that he was not about. Says I to Stone, I can t do it. I told him I would have to tell the truth when I came to die. Says I, Stone, I didn't think you would ask me any such questions. You know you are as deep in the mud as I am in the mire. He said he knowed he was. He said that none of the people in Denver believed he had any hand in it. He Blowed if I confessed, it would clear him. I old him both being guilty of the murder, I was willing to die upon the grounds and he ought to, for we had killed innocent men.

Attest—H. B. Haskell, 1, Franklin Foster, do solemnly swear the above and foregoing to be a true statement, made with my own free will, without any com-Sworn and subscribed to before me, this leth lay of May, 1866. SAMUEL HUNTER, Justice of the Peace within and for the county

of Arapahoe, and Territory of Colorado. It was for the murder of Messrs. Augustus and Sluman that these wretches were tried and sentenced to be executed on the 24th ult. Sentence was doubtless carried out on that day.

#### AMERICAN NEUTRALITY.

Proclamation from the President Warning Citizens of the United States against Aiding the Fenians-General Mende Empowered to Use all Means at his Disposal to Suppress the Affair. By the President of the United States of America:

A PROCLAMATION. Whereas, It has become known to me that certain evil-disposed persons have, within the territory and jurisdiction of the United States, begun and set on loot, and have provided and prepared, and are still engaged in providing and preparing, means for a military expedition and enterprise, which expedition and enterprise is to be carried on from the territory and jurisdiction of the United States against the colonies districts, and people of British North America; within the dominious of the United Kingdom of Great Britain and Ireland, with which said colonies, districts, and people and kingdom t people of the United States are at peace; and Whireas, The proceedings aforesaid consti-tute a high missiemeanor, forbidden by the laws of the United States as well as by the law

Now, therefore, for the purpose of preventing the carrying on of the unlawful expedition and enterprise aforesaid from the territory and juris-diction of the United States, and to maintain the public peace as well as the national honor, and enforce obedience and respect to the laws of the United States, I. Andrew Johnson, President of the United States, do admonish and warn all good citizens of the United States against taking part or in any way urging, aiding, countenancing, or abetting said unlawful proceedings; and I do exhort all judges, magistrates, marshals, and officers in the service of the United States to employ all their lawful authority and power to prevent and defeat the aforesaid unlawful proceedings, and to arrest and bring to justice all persons who may be engaged therein; and pursuant to the act of Congress, in such case made and provided, I do furthermore authorize and empower Major-Geneeral Geo. G. Meade, Commander of the Military Division of the Atlantic, to employ the land and naval forces of the United States, and the militia thereof, to arrest and prevent the setting on toot and carrying on the expedition and enterprise aforesaid. In testimony whereof I have hereunto set my

hand, and caused the seal of the United States Done at the city of Washington. this 6th day of June, in the year of our Lord 1866, and of the independence of the United States the nine-ANDREW JOHNSON. By the President: WILLIAM H. SEWARD

Secretary of State. The Fenian War-Humors of the Day. We find the following despatches in the Sandusky Register. They are about as probable and coherent as the mass of Fenian despatches which have appeared in the papers during the last few

"FIRE'S PEAR, June 3.—Five Fenians left here by overland stage this morning. They were ex-tremely reticent, and only said they were going to California. They probably were, as they went west "Diggen," "TIFFIN. June 3 -A Feman left here to-day. He was armed with a canteen, and marched by platoons

was similed with a canteen, and marched by piatoons when he went out of town.

"Monnoeville, June 3—No Fenians have been seen in this vicinity. They are extremely quiet, and no disturbance is anticipated. Should they leave before morning I will telegraph you. A. W. G."

"Clevel and, June 3—The entire Fenian navy left here located. It can sized when a short distance will distance to the product of the control here to-day. It can sized when a short distance out, and a gushing anxiety prevails regarding the fate of the mariners. The docks are lined with washerthe mariners. The docks are lined women, crying and wringing their clothes,

BUFFALO, June 8 —It is believed by promisent Febian Centres that a declarge battle will or will not take place at Fort Line to-morrow or at some Ciner time. This is the only reliable intelligence

we can sit from the conflicting rumors.

"New York, June 3.—The sandusky Fenians are ordered to report at Fort Eric at once, with thirty days' rations, yawi boats and sadd es. They will be organized as mounted marines.

will be organized as mounted marines.

"Head Centre."

"Niagara Falis, June 4, 2 A. M.—A sangulnary battle was lought here last night. It is not yet fully ascertained which is victorious, as the two arms were on opposite sides of Niagara river during the ongagement. Owing to the spray which rises from the cataract it is expected that most of our tosses will be found among the mist. Particulars will be sent by canal boats as fast as received. "TORONTO, June 8 -Our city is overwhelmed with

sorrow One more noble spirit has been sacrificed. He was a saloon keeper on Victoria street, name unknown, and only enlisted last week. The principal "MONTREAL, . une 3—The city is in gloom.
Another Canadian has ialien in defense of his country. Business is suspended, and more than three-fourths of our people have crossed over into New York. Boo! Who's afraid?

"Sovernor General."
"Johnson's Island, June 3 — The commanding officer here has received orders to fit up barracks for twenty-seven hundred Camadian prisoners, as General Grant has leased this post to the Fenians for nine years or during the war. The utmost enthu-

### DYEING, SCOURING, ETC.

# FRENCH STEAM SCOURING

ESTABLISHMENT, No. 510 RACE Street.

We beg leave to draw your particular attention to our new French Steam Scouring ferablishment the first and only one of its kind in this city. We do not dye, but by a chemical process rescore Ladles, Gentlemen's, and Children's Garments to their original states, without mituring them in it e least, while great experience and the heat machinery from France enable as to warrant perfect satisfaction to all who may layer us with their patronage. Lables' DRESSES, of ever, description, with or without brimmings, are cleaned and finished without being taken apart, whether the color is genuine or not.

or not.

Onera Cloaks and Mantillas. Curtains. Table Covers, C. pets Velvet Ribbons, Kid Gioves, etc., cleaned and rednished in the best manner. Genliemen's Summer and Winter Clothing cleaned to perfectl n without injury to the stiff. A so Flags and Banners. All kinds of stains; moved without ceaning the whole. All orders are executed perfect our immediate supervision and satisfaction guaranteed in every instance. A call and exemination of our process is respectfully solicited.

ALBEDYLL & MARX,

WATCHES, JEWELRY ETC

LEWIS LADOMUS. DIAMOND DEALER & JEWELER, WATCHES, JEWELBY A FILTER WARE, WATCHES and JEWHART REPAIRED. 802 Chestnut St., Phila.

Owing to the decline or Gold, has made a great luction in price of his large and we'l assurted atock Diamonds,

Watches,

Jewelry.

Silverware, Etc. The public are respectfully invited to call and examine our stock before purchasing e.sewhere.

SILVER AND PLATED GOODS. Most Superior Workmanship,

> AT THE NEW STORE.

No. 704 ARCH STREET. The undersigned (late of the famous Rogers Bros', Manufacturing Company) respectfully announce that they have opened a new and beautim: store for the sale of SILVER and PLATED WARE, at No. 704 ARCH STLVER and PLATED WARE, at No. 704 ARCH.
Street. Our long experience as manufacturers will
epable us to keep nothing but first-class Goods, and
those who may patronize our store will find our plated
goods far superior to any ever imported, and our customers way rely on the goods being precisely what they
are represented to be.

10 West.

WATCHES, JEWELRY, &c.

MUSICAL BOXES.

A full assortment of above goods constantly on hand at moderate prices—the Musical Boxes playing from 2 to 10 beautiful Airs. FARR & BROTHER, Importers,

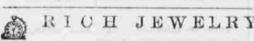
No. 824 CHESNUT STREET. 11 llamth 5rp Below Fourth.

STUDS FOR EYELET HOLES. A LARGE AND ELEGANT ASSORTMENT, FOR SALE BY

LEWIS LADOMUS, 6461 No. 802 CHESNUT St

G. RUSSELL & CO., No. 22 North SIXTH St., INVITE ATTENTION TO THEIR FULL STOCK

FINE WATCHES, JEWELRY, AND FANCY AND PLAIN SILVER-WARE OF EVERY DESCRIPTION. (526)



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TEAS REDUCED TO \$1, AT INGRAM'S

ROASTED COFFEE REDUCED TO 30 CTS. at INGRAM'S Tea Warehouse, No. 43 S. SECOND

40°C. BEST MILD COFFEE, AT INGRAM'S Tea Warehouse, No. 43 S. SECOND Street. TEAS AND COFFEES AT WHOLESALE prices, at INGRAM'S Tea Warehouse, No. 48 c. SECOND Street. Try them.

CREEN COFFEES FROM 22 TO 28 CTS. A pound at IN GRAM'S Tea Warehouse, No. 43 8 SECOND Street. Try them.

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No. 225 North THIRD Street.

It anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it there is no alcoholic salmaiant known commanding such each nichastion following the high sources:

FHILADELPHIA, September 9, 1898

We have carefully tested the sample of CHLENUT GHOVE WHISKY which you send us, and find that it contains none of the Folsonous substance known at pusit out, which is the characteristic and injurious instedient of the whiskies in genera, use. gredient of the whiskies in cenera use.

BOOTH, GARRETT & CAMAC.

NEW YORK, September 3, 1858.

1 have analyzed a sample of CHENNUT GROVE VHISKY received from Mr Charles Wharton, Jr., of Fhindelphia: and having carefully tested it, I am pleased to state that it is entirely first from Poisonous or DELETERIOUS substances. It is an unusually pure and fine-davored quality of whisky.

JAMES R. CHILTON, M. D.,

Analytical Chemist.

Analytical Chemist.

Boston, March 7, 1859.

I have made a chemical analysis of commercial samples of CHESNUT GROVE WHISKY, which proves to be free from the heavy Fusil Girs, and perfectly pure and unadulerated. The fine flavor of this whisky is derived from the yrain used in manufacturing it.

Respectfully. A. A. HAYES, M. D.,

State Assayer, So. 16 Boyiston Street.

For rale by barrel, demijohn, or bottle, at No. 226 North THIBD Street Philadelphia. 4 3 M. NATHANS & SONS

BRANDIES, WINES, GINS,

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Etc. Etc. No. 19 North FRONT Street. PHILADELPHIA.

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Farlor Suits, in Hair, Brocade, Plush, Damask, or Rep. Rep. Dining-room, t hamber, Library Ritchen, and Office Furni ure, at isbu ously low prices, and the newest sty es and patterns.
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AND BACE, TO Broad Street, Above Race, East Side Orders respectfully solicited, and promptly attended to at the lowest market rates. HESS, JOHNSON & DAVIS.

OLD DRIVERS' ICE COMPANY. The undersigned, seeing exceeding thankful to his many in ends and customers for their very liberal patronsic extended to him during the last seventeen years, and having so d his entire interest to MFSSRS, HESS, JOHNSON & DAVIS, Takes pleasure in recommending them to his former parons as they are gentlemen of well-known integrity and will unbountedly maintain the reoutation of the OLD DRIVEE'S ICE COMPANY, and in every way act so as to give entire satisfaction to all who may kindly favor them with their custom.

Respect ully, etc.

2.25m

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CHARLES S. CARPENTER & CO., WHOLESALE AND RETAIL ICE DEALERS,

No. 717 WILLOW, Above Franklin St. Families supplied satisfactorily and at reduced rates. Dealers and large consumers turnished on reasonable CHARLES & CARPENTER

terms.

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HASTERN ICE COMPANY.—SEASON OF 1866.—8 lbs. daily. 60 cents per week; 12 lbs. daily. 75 cents per week; 16 lbs. daily, 90 cents per week; 20 lbs. daily. 81 65 per week. Depot. No 241 QUEEN Street, below Thi d. THOM 18 J, Lyons, 61 THE SUBSCRIBER,

(For many years connected with MITCHELL'S SA-LOONS, No 523 ('HESNUT Street), would respectfully inform his friends and the public generally, that he has opened an Ice Cream and Refreshment Saloon,

FOR LADIES AND GENTLEMEN, AT No. 1121 CHESNUT STREET, (GIRARD BOW),

Where he hopes, by strict attention to business, to merit the patronage of all who may favor him with their cus-JACOB H. BURDSALL PERLADELPHIA, May, 1866.

RAILECAD LINES.

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Leaving the Company Depote the School of Passenger

CANTOWHILL TREES INDESCRIPTION OF PASSENGER

Leaving the Company's Depote at THIRTEENTH and
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CANTOWN OF THE PAS

CAITOWHILL INCIDE PRINCIPLE AT THE TEST HE COLOUR CONTROL AT 100 A. M. for Reading and intermediate Stations.

At 7:00 A. M. for Reading and intermediate Stations.

At 5:15 A. M. for Reading and intermediate Stations.

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At 5:15 A. M. for Reading And intermediate Stations.

Williamsport, Fittston, York, Carlisle, thamborsburg, Haperstown etc. etc.

This train connects at READING with East Pennsylvania Fallicad trains for Harrisburg etc. at HARRIS
Belled with Northern Central Cumberland Vasiley, and Schuylkill and Susquehanna trains for Northember tand, Whilamsport, York Chambersburg, "Inegtove, etc.

AFIER' ON EXPRESS

Leaves Fallaceiphia at 3:30 P M. for Reading Potts
ville, Harrisburg etc., connecting with Reading and Celumbia Rairoad trains for Columbia, etc.

READING ACCOMMODATION,

Leaves Reading at 6:00 A M., stopping at all way stations, a riving at Fhiladelphia at 5:00 P. M.; arrives in Reading at 6:00 A M. arriving in Philadelphia etc.

1:40 P. M. Atteinoon trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:46 A M. and Pottsville at 2:45 P. M., arriving in Philadelphia at 6:46 P. M.

Leaves Beading at 7:30 A. M. and Harrisburg at 4:10

Leaves Beading at 7:36 A. M. and Harris urg at 4:16 M. Counce in at Reading with Alternoon Accom-ic dation south, at 6:36 P. M., arriving in Philadelphia mcdation south at 6:30 P. M., arriving in Philadelphia 5:20 P. M. frain. with passenger car attached, leaves Philadelphia at 12 45 neon for Reading and all way stations. Leaves lieading at 11 30 A. M. and Downingtown at 12:30 P. 50., for Philadelphia and all way stations. All the above rains run daily, oundays excepted.

Sunday trains leave Pottsville at 8:40 A. M., and Philadelphia for Reading at 8:50 A. M.; it eurning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 and 8:10 A. M. and 5:10 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. and 12:30 noon.

Philadelphia, returning from Downingtown at 8 30 A. M. and 12 30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE Leaves New York at 9 A. M. and 8:00 P.M., passing Reading at 1:65 and 11:53 A. M. and 1:6 P. M., and connecting at Harrisburg with Pennsylvania and Northern Ceutral Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Railfmore, etc.

Heturning, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 2 and 8:05 A. M., and 9:15 P. M., passing Reading at 4:49 and 10:52 A. M., and 1:30 P. M., and arriving in New York at 10 A. M. and 2:45 P. M., Sleeping cars accommany these tains through between Jerses City and Pittsburg, with out change.

out change.

A mail train for New York leaves Harrisburg at 2-16 A mail train for New York leaves Harrisburg at 210 P.
M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY HAILROAD.
Trains leave Pottsville at 7 and 11:30 A. M., and 7:15
P. M. leturolog from Pamaqua at 7:35 A. M. and 1:40 Trains leave Postsville at 7 and 11:30 A. M., and 7 15 P. M. returning from Famaqua at 7:35 A. M. and 1:40 and 4:15 P. M.

SUBUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 F. M. for Pinegrove and Harrisburg at 3:20 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.

TICKETS.

Through first-class rickets and emigrant tickets to a:1 the principal points in the North and West and Canada. The iolitowing tickets are obtain able only at the office of S. BRADFORD, Treasurer. No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reacing:

COMMUTATION TICKETS.

At 25 per cent, discount, between any points desired for lamilies and firms.

Good for 2:660 miles, between all points, \$52:59 each, for families and firms.

EXACON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

LLERGYMEN

Residing on the line of the road will be furnished caras entitling themselves and wives to tickets at hall fare.

EXCURSION TICKETS

From Philadelphia to principal staticus, good for 8a turday, Sunday, and Monday, at reduced fare to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Sirvets.

Leave Philadelphia to principal staticus, pot the Port Clinton, and all points beyond.

MALLS

Leave Philadelphia folions beyond for the principal staticus only at 315 P M.

WEST JERSEY RAILROAD LINES, FROM

FOOT of MARKET Street (Upper Regrey).

W EST JERSEY RAILROAD LINES, FROM toot of MARKET Street (Upper Forry), Commencing THURSDAY, May 31 1886.
LEAVE PHILADE: PHIA AS FOLLOWS:—
8 A. M. Mail for Bridgeton, Salem, and all intermediate stations. diate stations
9 A. M. Mail for Cape May, stopping at Woodbury,
Glassboro', Vineland, and Milville, and all stations
beow Milville. Due 12:35 M.

M. accommodation, for Cape May, stopping at

beew Milville. Due 12:35 M. and stations below Glassboro. The Glassboro, and all stations below Glassboro. Due 8:5 P. M. assembled on Bridgeton, Sa'em, and all intermediate systems.

6 P. M. Passenger, for Bridgeton, Sa'em, and all intermediate systems.

6 P. M. Woodbury Accommodation.

RETURNING THAINS

Leave Cape May 6:30 and 11 A. M.

"Bridgeton 7 A. M. and 3:35 P. M.

"Sa'em 6:45 A. M. and 3:35 P. M.

"Sa'em 6:45 A. M. and 3:35 P. M.

"Freight will be received at Second Covered Whart below WAINUT Street, from 7 A. M. until 5 P. M.

Thaireceived at or before 9 A. M. will go through the same day Freight Delivery, No. 228 S. DELAWAR Avenue. 531 J. VAN BENSSALAER, Superintendent.

ORTH PENNSYLVANIA RAILROAD.—
For BETHLEHEM, DOYLESTOWN, MAUCE CHUNK, EASTON WILLIAMSPORT, and WILKEF! BARRE, At 730 A. M. (Express), for Bethlehem, Allentown, Mauch (bunk, Hazleron Williamsport, and Wilkesbarre, At 3:30 F. M. (Express, for Bethlehem, Easton at 6:45 F. M. At 510 P. M. for Bethlehem, Allentown, Mauc) Chunk,

reaching Easton at 6:45 P. M.

At 5 16 P. M. for Bethlehem, Allentown, Manc)
Chunk.

For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.

For Lansdale at 6:16 P. M.

White core of the Second and Third Streets Linc UltiFasscoger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlebem at 6:25 A. M. and 2:75 Noon, and

8:15 P. M.

Leave Doy estown at 5:40 A. M., 3:15 and 5:30 P. M.

Leave Lansdale at 6:00 A. M.

Leave Fort Washington a 10:30 A. M., and 2:15 F. M.

ON. SUNDAYS.

Philadelphia or Bethlehem at 0:30 A. M.,

Bethlehem for Philadelphia at 4:30 P. M.

Unrough Tickets must be produced at he ticket offic at THIRD Street or BERRS Street.

5:21

FillS ULARE. Agen.

1866 -PHILADELPHIA AND ER! ERAIL
ern and Northwest Counties of Pennsylvania to the
City of Frie on Lake Eric. It has been leased and is
operated by the Pennsy vania Ralirosd Company.
Time of Passencerthains at Philadel. Hia.
Arrive Eastward—Eric Mail Train, 7 a. M.; Eric ex
press Train, 1 P. M.
Leave Westward—Eric Mail, P. M; Eric Express
Train 12 M.
Passenger cars run through on the Eric Mail and Px
press train both wave later.

Leave Westward—Eric Mail, P. M.; Eric Express
Train 12 M.

Passenger cars run through on the Eric Mail and &x
press trains both ways between Philade phia and tric
NEW YORK CONNEC (10N).

Leave New York at 9 A. M., arrive at tric 9 30 to M.
Leave Fric at 445 P. M., arrive at New York 410 P. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply
at corner THERIE; H. and MARKET Streets. Phila.
And for freight business, of the Company 2 Agents, S.
R. Kingston, J., corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, 1 ric; William Brown,
Agent N. C. R. R., Baltimore.

H. P., HOUSTON, General Freight Agent, Phila.
A. L. TYLER General Nup't, Williamsport.

POR NEW YORK,—THE CAMDEN AND Company's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will leave as follows, viz:—
At 5 A. M., via Camden and Amboy, Accomm oda The 6 45 P. M. Line will run daily. Allothers Sundays excepted
At 7:30 and 11 A. M., 3:3:30:4:30.5, and 6:45 P. M. and
a idnight for Bristol. Tremton, etc.
At 7:and 10:15 A. M., 12 M., 3:4.5 and 6:P. M., for Cornwell's Torradale Holmesbury. Tacony, Wissinoming,
Bridesburg, and Frankford, and at 19:15 A. M. or
Bristol. Schenck's, Eddington, and at 19:15 A. M. or
Bristol. Schenck's, Eddington, and at 19:15 A. M. or
Bristol. Schenck's, Eddington, and at P. M. for Holmesburg and Informedia c stations.
At 7:20 A. M. and 3:30 P. M. for Niagara Falls, Buffalo,
Dunkirk Canancai, us, Elmira, Ithaca, Owego, Roches er. Bing, hampion, Oswego: yracuse Great Bend,
Montrone Wilkesbarre Scrauton Stroudsburg, Water
Gap, I cividere, Laston, I amberivible eleminaton,
etc. The 3:50 F. M. Lipe cornwess direct with the trait
leaving Easton or Mauch thunk, Allentown, Bethle
hem etc.
At 5 P. M. for Lamberivil'e and interay-diate stations,
June 1, 1166. WILLIAM H. GATZMER, Agent.

RAILROAD LINES

1 Bil Aleir him, wil minoton, and BA
Timore rateroad.

Commoning Moniay aprile 1886 Trains will
leave least tener at Dhoad Street and Washing1'N Avene as follows:
Express from at \$18 A. M. Mondays accorded, for
Beilin cre and Washington stopping at Chestor. Will
mington Nevark, Filt in North ast, Perryville, Havre
de Grace. Attroceen. Ferryman's, Magnella, Chase's
Strumer's Run. de Crace. Alerdeen Terryman's, Magnous, Coase a Stemmer's Bun Way & all Train at 815 A. V. (Sundays excepted), for Beltimere, stepping at all regular stations between Phi-incelulus and faitinger. Delaware Enbroad Train at S. A. ("undays ex-cepted, for Princess Anne Villord, and intermediate stations. tations.

Express Train at 11-45 A. M. (Nundays excepted), for Estimore and Washington.

Express Train at 3 P. M. (Sundays excepted) for Baltimore and Washington Stopping at hester, Claymont, Wilmington, Newsra, Fikton, Northesst Perryville, Havie de Gusca, Aberdeon, Perryvnan's, Edgewood Magnolia, Chase's and Stemmer's Rua.

Night Express at 11 P. M. for Baltimore and Washington. ogion.
Percenters by Bent from Ba Umore for Portress Mon-oe Nortolk City Point, and Elchmont will take the TO NOTICE AND THE TO THE TOTAL OF THE TOTAL Higton.
Leave Philade phia at 2. 11 15 A. M. 4 20 5 and 11 20
M. The 4 30 F. M. train connects with Delaware mirrord for Harrington and informediate stations.

i cave Wilmington at 6 45 8 and 6 30 A. M., 4 and 6 30 roins for New Castle leave Philadelphia at 9 A. M., Trains for New Castle leave Philadelphia at 9 A. M., 430 at 0.6 F. M.

THROUGH TRAINS FROM BALTIMORE
Leave Wilminston at 11 A. M., 436 and 19 P. M.
CHEFTER FO' PHILADELPHIA.
Leave Ches'er at 746, 846, 10/4 and 11/40 A. M., 4/43

5, 1, 7/26 and 10/20 P. M.
FLOM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7/5 A. M., Way-ingli 9/20 S. M., Express 110 P. M., Express, 6/25 P. M., Express, 6

Express 110 P. M., Express. 6-35 P. M., Express. 6-25 P. M. Leave Chesterat 4-40 and 8-51 A. M., and 3-38 P. M. Leave Wilmington at 5-25 and 9-32 A. M. and 4-15 P. M. Freight Trains with Passenger 1 are attached will leave as 6-16 ws.;—Wilmington or \*erry ville and untermediate stations at 6-5 P. M. Baitimore for Havre-de Grace and intermediate stations at 4-5 P. M. Perryville for Wilmington and in cormediate stations at 5-60 A. M. connecting at Wilmington with 8 A. M. train for Philadelphia.

Express Train at 415 A. M. for Baltimore and Washington stopping at thester, Wilminston, Newark, Elkton, Northeast Perryvite Havre-de-Grace, Aberdesn, Perrymsa's Magnolia, Chase's and Steamer's Ron.

Night Express 11 P. M. for Baltimore and Washington, Accommedation Train at 11:30 P. M. for Wilmington, Accommedation Train at 11:30 P. M. for Wilmington and intermediate stations.

RAL'LIMORE FOR PHILADELPHIA.

Leave Lallimore at 825 P. M., Sopping at Havre-de-Grace, Perryville, and Wilmington, Also Stops at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore) and Chester to leave passengers upon Baltimore or Washington.

Accommodation Train from Wi mington for Philadel his and intermediate stations at 6 °0 P. M. H. F. KENNEY, Superintendent. PENNSYLVANIA CENTRAL RAILROAD.—
SUMSER ARRANGEMENT.
The Trains of the Fennsylvania Central Railroad leave the Depot, at Thir y-first and Market streets, which is reached by the cars of the Market Street Passenger Bailway, junning to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Trains.
On Sundays—Cars leave Eleven h and Market streets 45 minutes before the departure of the avenue.

streets 45 minutes before the departure of the trenung Trains.

Mann's Baggage txpress will cal for and deliver Baggage at the Depot. Orders left at the Office, No. 651 (Lesseut street, win receive attention.

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Though from Philadelphia to Pittsburgh and Eric without change of cars. All other Trains daily,

and Erie window change of cars. All other Trains daily, except sunday

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

will be at the risk of the owner, unless taken by special contract

TICKET OFFICES

Are located at No. 521 Chesnut sireet. Continental Hotel, and Girard House, where Tickets may be procured to all important points in Fennsylvania, as well as the West. Northwest and Southwest; and fall particulars given by JOHN? ALLEN. Ticket Agent.

Also at Thirty-first and Market streets, on application to

THOMAS H. PARKE,

An Emissant Train cons daily (except Sunday). For full particulars as to fore and accommodations apply to

FBANCIS FUNK.

3 12

No. 137 DOCK Street.

S. P. M. ON SUNDAYS.

Leave Philedelphis 9 A. M. 2% 4, and 7% P. M.

Leave Manayunk 7% A. M. 1%, 6 and 9% P. M.

W. S. WIL ON, General Superintender t.

Depot NINTH and GREEN Streets

Pepot NINTH and GREEN Streets

ORANGE AND ALEXANDRIA RAILROAD.
On sid after MONDAY, February 12, two daily traits will run between Washington and L neaburg, connecting at Gordonsvi le with Virginia Central Railroad trains to and from Richmond as to-lows:

MAIL TRAIN.

It see Washington daily (bunday excepted), at 6'45 A. M., and srive at Lynchburg at 5'45 P. M.
Leave Lynchburg at 7 A. M. and arrive at Washington at 5'6 P. M.

EXPRESS TRAIN

Leave Washington daily (heluding Sunday) at 6'65 P. M.
And arrive at lynchburg at 6'00 A. M. Leave Lynchburg at 6'00 A. M. Leave Lynchburg at 6'30'. M. and arrive at Washington ton 3'6'10 A. M.

Expenditure at 1'ynchburg at 6'00 A. M.
Leave Lynchburg at 6'30'. M. and arrive at Washington ton 3'6'10 A. M.

Eth trains making close connections at Lynchburg for all points South and Southwest, and at Washington for Nor'h and Northwest.

First-class sleeping cars attached to the night trains. The road is attractive, not only for its comorable accommodations, but for the fact that it passes the now bistoric localities of Fairfax, Eurl Bun. Manassas, Bristos, Cat'ett's. Rappahanneck. Fulpeper. Orange and Gordonsville, places of imperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Bosion, New York Philad labia, and Baltimore, and at the offices of the read in Washington Alexandria.

W. H. MOCAFFERTY.

General supp intendent.

General supe micodent.

TREIGHT LINES FOR NEW YORK AND I at the stations on the CAMDEN and AMBOY and connecting Rai-roads. INCKEASED DESPATCH.

THE CAMDEN AND AMBOY RAILFOAD AND TRANSFOR ATON COMPANY REIGHT LINES for New York will leave WALNUT Street What at so 'clock P M. daily. Sundays excepted.

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning, the above times will leave Rew York at 12 noon, and a and 8 P. M.

Freight for Transon Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Be v dere Delaware and Fiemington the New Jersey the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and terwarded up to 1 P. M.

The Belvidger Delaware Reliroad connects at Philipsburg with the Lehigh Valley Railroad, and at Mannakachunk with all points on the De'sware, Lackawanna, and Western Railroad, forwarding to eyracuse, Buffalo, and other beints in Western New Tork.

The New Jersey Italiroad connects at Elizabeth with the New Jersey Italiroad connects at Elizabeth with the New Jersey Italiroad connects at Elizabeth with the New Jersey Railroad, and at Newark with the New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.

A silp memorandum, specifying the marks and numbers, shippers, and corsis nees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased inclinies have been made for the be sent with each load is shown been made for the given.

N. B.—Increased isclittes have been made for the transportation of live stock. Drovers are invited to try the route. When stock is turnished in quantities of two carlonds or u ore it will be delivered at the foot of Fortich a creet near the Drove Yard, or at Pier No. 1.

North River, as the shippers may designate at the time of shipment.

For terms, or other information, apply to WALTER FREED AN, Freight agent.

1. 0. 226 S. DELAWARE Avenue, Phi adelphia