NAPOLEON'S LETTER.

The Failure of the European Conference and the Attitude of France.

We give below the full text of Napoleon's letter to M. Drouyn de Lhuys, a part of which was read in the French Legislature, a few days ago, by M. Rouher:—

"PALACE OF THE TUILERIES, June 11, 1866.—Monsieur le Ministre:—At a moment when all the hopes of peace which we were induced to entertain from the meeting of the Conference seem to have vanished, it is essential to explain by a circular to our diplomatic agents abroad the ideas which my Government proposed to submit to the councils of Europe, and the conduct which it proposes to adopt in presence of the events in preparation. This communication will show our policy in its true light. If the Conference had taken place, your language, as you know, was to have been explicit; you were to have declared in my name that I repudiated any idea of territorial aggrandizement, so long as the European equilibrium should not be broken. In fact, we could only think of an extension of our frontiers in case of the map of Europe being modified for the exclusive benefit of a great power, and also in the case of the frontier provinces asking by their votes, freely expressed, to be annexed to France. Excluding such circumstances, I think it more worthy of our country to prefer to acquisitions of territory the precious advantage of living on good terms with our neighbors, while respecting their independence and their nationality.

"Animated by these sentiments, and having only in view the maintenance of peace, I made an appeal to Russia and England to address words of conciliation to the parties interested. The accord established between the neutral powers will yet remain in itself a pledge for the security of Europe. They proved their high impartiality in taking the resolution to confine the discussion in the conference to pending questions. In order to solve these questions, I believe they must be frankly met, stripped of the diplomatic veil which covered them, and taking into serious consideration the legitimate desires of sovereigns and peoples.

"The present conflict has three causes—the geographical situation of Prussia being ill defined; the wishes of Germany demanding a political reconstitution more conformable to its general necessities; the necessity for Italy to assume its national independence. The neutral powers could not desire to mix themselves up in the internal affairs of other countries. Nevertheless, the courts which participated in the constituent acts of the Germanic Confederation had the right to examine whether the changes called for were not of a nature to compromise the established order of Europe. As far as concerns ourselves, we should have desired for the secondary States of the Confederation a more intimate union, a more powerful organization, a more important part to play; for Prussia, more homogeneity and strength in the north; for Austria, the maintenance of her great position in Germany. We should moreover have been glad to see Austria cede Venice to Italy for an equitable compensation; for since, in concert with Prussia, and making no account of the treaty of 1852, she made war upon Denmark in the name of German nationality, it appeared to me just that she should recognize the same principle in Italy by completing the independence of the peninsula.

"Such are the ideas which in the interest of the repose of Europe we should have endeavored to advance. To-day it is to be feared that the fate of arms can alone decide the questions. In the face of these eventualities, what is the attitude of France? Should we manifest our displeasure because Germany finds the treaties of 1815 impotent to satisfy her national tendencies and maintain her tranquillity? In the war which is on the point of breaking out we have but two interests, the maintenance of the work to which we have contributed in Italy.

"But is not the moral force of France sufficient for the protection of these two interests? Will she be obliged to draw the sword to make her voice heard? I think not. If, notwithstanding our efforts, the hopes of peace be not realized, we have at least the assurance, from the declarations made by the Courts engaged in the conflict, that, whatever be the results of the war, none of the questions in which we are interested will be settled without the concurrence of France. Let us maintain, then, a watchful neutrality, and, strong in our disinterestedness, animated by the sincere desire to see the nations of Europe forget their quarrels and unite for the advancement of civilization, liberty, and progress, let us wait, confident in our right and calm in our strength.

"Hereupon, Monsieur le Ministre, I pray God to have you in His holy keeping."

Terrible Outrage on a Woman—The Ruffians Identified and Arrested—Statement of the Victim.

If all the circumstances stated in connection with the case be true, one of the most horrible outrages ever heard of in this neighborhood was committed on Sunday evening, in the upper part of the Third Ward, Allegheny. The victim was a young woman a little over twenty years of age, whose name we at present refrain from giving. Her depraved and ruffianly assailants—if her account of what transpired may be relied upon—are two full blown rowdies of twenty-four or so, respectively known as John Cash and Michael Hall.

It is impossible at this stage of the proceedings to correctly give the precise facts. They can only be elicited in a regular trial. It would seem, however, as if Cash and Hall had, some time during Sunday, conspired together to inveigle this young woman into a lonely place, where their infernal purpose could be carried out; that Cash was to lure her there, and commence the outrage, while Hall at a convenient moment should appear, and enjoy his secondary share of the crime.

The victim herself, when taken to Mayor Morrison's office, gave her version of what occurred in detail. She said she had had a previous acquaintance with Cash, and that about half-past 8 o'clock he had called at the house where she lives, and invited her to take a walk. By way of inducing her to comply with this request, Cash stated that she would meet several intimate female friends, who had already started on a promenade. Under this impression she consented, and, taking the arm of Cash, the two strolled out along Butcher's run. After promenading some distance, Cash pointed out a spot on the hillside, where he said he had promised to meet the young ladies referred to, and proposed that they should go there and remain until the company should arrive.

Not having the slightest suspicion of any criminal designs, the young lady acceded to this request, and they soon reached the place indicated. After they had been seated, Cash's designs in selecting such a spot became evident from the indecent proposals which he made and which she, of course, resented. Finding persuasion useless, and fearing that the attention of persons residing in the neighborhood would be attracted by her cries, he threw her on the ground, and seizing her by the throat, effected his abominable design. At this moment the accomplice, Hall, who was apparently present by preconcerted arrangement with Cash, made his appearance, and attempted to repeat the outrage on the girl, who was now almost completely exhausted. By some means she managed to elude his grasp, and attempted to escape by flight.

While running, she screamed for help, and her cries were heard by persons who were passing along the plank road. Among those whose attention was attracted by her cries was Officer Hess, of Mayor Morrison's police, who fortunately happened to be in the vicinity. The officer immediately started for the locality from whence the alarm proceeded. In the meantime, however, the flight of the young woman was impeded by a fence, in attempting to climb which she was overtaken by Hall, who dragged her down, and she was so severely injured by the fall as to be unable to make further resistance. The villain was in the act of consummating his purpose, when Officer Hess appeared upon the scene, and Hall and Cash sought safety in flight.

The officer instantly started in pursuit, but the fellows had gained too much headway to render it possible for him to overtake them. He returned to the aid of the young woman, who still lay upon the ground weeping bitterly, her hair and clothing disarranged, and almost fainting from exhaustion and despair. After a while she so far recovered as to be able to make the endeavor to accompany him to the Mayor's office. She could scarcely walk, but no means of conveyance was at hand, and Hess had to almost carry her a great part of the way.

While passing the corner of a street upon the way, she suddenly recognized Hall standing there, and immediately identified him. Officer Hess arrested him at once, notwithstanding an effort at resistance, at the same time requesting Officer Hodson, who happened to be by, to take care of the young woman. Hall positively declared when taken that he had no knowledge whatever of the affair, and that he would readily be able to prove an *alibi*.

It was a considerable time after her arrival at the Mayor's office before the unfortunate young woman was able to give the circumstances as narrated above. At first she was too much agitated to say anything coherently, but by-and-by she became sufficiently collected to give such information about Cash to Captain McKelvy as was needful to put in operation means for that individual's arrest.

Several of the night police were detailed, and in company with Officer Hess, proceeded to the residence of the father of Cash, which they kept under surveillance for several hours. About four o'clock this morning the patience of the officers was rewarded by seeing a light in the house. Officer Hess and Lieutenant Boster immediately entered and arrested Cash, who was busily engaged in making preparations for a hurried departure. He was conveyed to the Mayor's office, meanwhile protesting his innocence of the crime imputed to him most vehemently.

Yesterday morning the accused had a hearing before Mayor Morrison, and the evidence, as then put upon record, was substantially the same as the girl's original statement. Both Cash and Hall bear reputations that are said by those who know them to be not above reproach. The young woman, we were informed, is respectably connected, and throughout a large circle of friends the most intense indignation is felt at the indignity and irretrievable injury that she has suffered. Should so wicked a crime be established against those alleged to have perpetrated it, there is no penalty of the law that would be adequate punishment for it.—*Pittsburg Republic, 26th.*

MELODY FOR MEXICO.—According to a letter from Vienna, a thousand nightingales have been caught, at the request of Maximilian, and will be speedily shipped for Mexico.

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It anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it. There is no alcoholic stimulant known commanding such commendation from such high sources:—

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BOOTH, GARRETT & CAMAC, Analytical Chemists

NEW YORK, September 3, 1858.

I have analyzed a sample of CHESNUT GROVE WHISKY received from Mr. Charles Wharton, Jr., of Philadelphia; and having carefully tested it, I am pleased to state that it is entirely FREE FROM POISONOUS OR DELETERIOUS substances. It is an unusually pure and fine-flavored quality of whisky.

JAMES R. CHILTON, M. D., 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 Oils, and perfectly pure and unadulterated. The fine flavor of this whisky is derived from the grain used in manufacturing it.

Respectfully, A. A. HAYES, M. D., State Assayer, No. 16 Boylston street.

For sale by barrel, demijohn, or bottle at No. 226 North THIRD Street Philadelphia. 43

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SOLE AGENT,

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LEGAL NOTICES.

IN THE COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF PHILADELPHIA. ADELAIDE MERCER, by etc., vs. BERNARD MERCER

In Divorce. March Term, 1866. No. 60.

To BERNARD MERCER Respondent:—

Take notice that depositions, on behalf of the libellant in the above case, will be taken before Charles N. Mann Esq., Examiner, at his office, northwest corner of Fifth and Green streets, on THURSDAY July 12, 1866, at 11 o'clock A. M., when and where you may attend if you think proper.

JOSEPH M. PILE, Attorney for Libellant.

6 12 15t

FRUITS, NUTS,

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Oranges and Lemons, Messina.

Paper Shell and Bordeaux Almonds.

Sardines, half and quarter boxes.

Marseilles Olive Oil, quarts and pints.

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Spanish and French Olives, in kegs and glass.

English Pickles Sauces, and Mustard.

American Pickles, in barrels and glass.

Tomato Catsup and Pepper Sauce, quarts and pints.

English Mushroom and Walnut Catsup.

Worcestershire and Lucknow Sauce.

Bunch, Layer, Seedless, and Valencia Raisins.

Zante and Patras Currants, and Citron.

French, Turkey, and Imperial Prunes.

Grenoble Walnuts, Pecan Nuts, and Filberts.

Italian Maccaroni and Vermicelli.

Canned Peaches, Tomatoes, Lobsters, and Corn.

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RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD, TIME TABLE.

Commencing MONDAY April 16, 1866. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue, as follows:—

Express Train at 4·15 A. M. (Mondays excepted) for Baltimore and Washington stopping at Chester, Wilmington, Newark, Elkton Northeast, Perryville, Havre de Grace, Aberdeen, Perryman's, Magnolia, Chase's Stemmer's Run

Way Mail Train at 8·15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philadelphia and Baltimore.

Delaware Railroad Train at 9 A. M. (Sundays excepted), for Princess Anne, Milford, and intermediate stations.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run

Night Express at 11 P. M., for Baltimore and Washington.

Passengers by Boat from Baltimore for Fortress Monroe, Norfolk, City Point, and Richmond, will take the 11·45 A. M. train.

WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9, 11,15 A. M., 4 30, 6, and 11 30 P. M. The 4·30 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6 45, 8, and 9·30 A. M., 4 and 6·30 P. M.

Trains for New Castle leave Philadelphia at 9 A. M., 4 30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 4 36 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7 48, 8·46, 10 14 and 11·40 A. M., 4·43, 5, 10, 7·26 and 10 36 P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7·25 A. M., Way-mail 9·20 A. M. Express 1 10 P. M., Express, 6·35 P. M., Express, 8·2 P. M., Express

TRAINS FOR BALTIMORE

Leave Chester at 4 49 and 8 52 A. M., and 3 38 P. M.

Leave Wilmington at 5 23 and 9 33 A. M. and 4·15 P. M.

Freight Trains with Passenger Cars attached will leave as follows:—Wilmington for Perryville and intermediate stations at 6·05 P. M. Baltimore for Havre-de-Grace and intermediate stations at 4 45 P. M. Perryville for Wilmington and intermediate stations at 5·00 A. M., connecting at Wilmington with 8 A. M. train for Philadelphia.

SUNDAY TRAINS.

Express Train at 4·15 A. M., for Baltimore and Washington stopping at Chester, Wilmington, Newark, Elkton, Northeast Perryville Havre-de-Grace, Aberdeen, Perryman's Magnolia, Chase's and Stemmer's Run.

Night Express 11 P. M. for Baltimore and Washington.

Accommodation Train at 11 30 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8·25 P. M., stopping 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 from Baltimore or Washington.

Accommodation Train from Wilmington for Philadelphia and intermediate stations at 6·00 P. M.

4 16 H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.—SUMMER ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains

Mann's Baggage Express will call for and deliver Baggage at the Depot. Orders left at the Office, No 631 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train ....at 8·00 A. M
Day Express........................at 10·00 "
Paoli Accommodation, No. 1.........at 11·00 "
Fast Line and Erie Express¶.......at 12 00 M.
Harrisburg Accommodation...........at 2 30 P. M
Lancaster Accommodation............at 4·00 "
Paoli Accommodation, No. 2.........at 5·00 "
Pittsburgh and Erie Mail*¶.........at 9 00 "
Paoli Accommodation, No 3..........at 10 00 "
Philadelphia Express†..............at 11·10 "

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express‡................at 12·40 A. M
Philadelphia Express†..............at 7·10 "
Paoli Accommodation, No. 1.........at 8 20 "
Columbia Train.....................at 9·00 "
Lancaster Train....................at 12·40 P. M
Fast Line..........................at 1 10 "
Paoli Accommodation, No. 2.........at 4 10 "
Day Express........................at 5·50 "
Paoli Accommodation, No. 3.........at 7·30 "
Harrisburg Accommodation...........at 9·50 "

* Daily, except Saturday. † Daily. ‡ Daily, except Monday. All other trains daily, except Sunday.

¶Running through from Philadelphia to Pittsburgh and Erie without change of cars.

Sunday Accommodation Trains for Paoli and intermediate stations leave Philadelphia at 9·00 A. M. and 7 00 P. M., returning leave Paoli at 6 50 A. M and 4·50 P. M.

A TICKET OFFICE

Is located at No. 631 Chesnut street, where Tickets to all important points may be procured and full information given by JOHN C ALLEN, Ticket Agent.

Also at Thirty-first and Market streets, on application to THOMAS H PARKE, Ticket Agent at the Depot.

An Emigrant Train runs daily (except Sunday). For full particulars as to fare and accommodations apply to FRANCIS FUNK, No. 137 DOCK Street.

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 3 12

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, Accommodation........$2 25
At 8 A. M., via Camden and Jersey City Express...... 3 00
At 2 P. M., via Camden and Amboy Express....... 3·00
At 6 P. M., via Camden and Amboy Accommodation 2·25
At 6 P. M., via Camden and Amboy Accommodation, 2d class........ 1 80

At 8 A. M., 2 and 5 P. M., for Mount Holly, Ewansville Pemberton, and Vincentown. At 5 A. M. and 2 P. M. for Freehold.

At 5 and 10 A. M., 12 M., 4, 5, 6, and 11·30, P. M. for Fish House, Palmyra, Riverton, Progress, Delanco Beverly, Edgewater, Burlington, Florence, Bordentown, etc. The 10 A. M. and 4 P. M. lines run direct through to Trenton.

LINES FROM KENSINGTON DEPOT WILL LEAVE

At 11 A. M., 4 30, 6·45 P. M., and 2 P. M. (Night) via Kensington and Jersey City Express Lines, fare $3·00. The 6·45 P. M. Line will run daily. All others Sundays excepted

At 7·30 and 11 A. M., 3, 3·30, 4·30, 5, and 6·45 P. M and Midnight for Bristol, Trenton, etc.

At 7 and 10 15 A. M., 12 M., 3, 4, 5 and 6 P. M., for Cornwell's, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. for Bristol, Schenck's, Eddington, and 8 P. M. for Holmesburg and intermediate stations.

At 7·30 A. M., and 3·30 P. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, 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.

June 1, 1866. WILLIAM H. GATZMER, Agent.

FREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily. Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 8 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere Delaware and Flemington, the New Jersey, the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffalo, and other points in Western New York.

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

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

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more it will be delivered at the foot of Fortieth street 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 FREEMAN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadelphia

ORANGE AND ALEXANDRIA RAILROAD.—On and after MONDAY, February 12 two daily trains will run between Washington and Lynchburg, connecting at Gordonsville with Virginia Central Rail road trains to and from Richmond as follows:—

MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6·45 A. M., and arrive at Lynchburg at 5·45 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5 26 P. M.

EXPRESS TRAIN.

Leave Washington daily (including Sunday) at 6·05 P. M. and arrive at Lynchburg at 6·00 A. M.

Leave Lynchburg at 6 30 P. M. and arrive at Washington at 6·10 A. M.

Both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest

First-class sleeping cars attached to the night trains.

The road is attractive, not only for its comfort able accommodations, but for the fact that it passes the now historic localities of Fairfax, Bull Run, Manassas, Bristoe, Catlett's, Rappahannock, Culpeper, Orange and Gordonsville, places of imperishable interest in the popular mind

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelphia, and Baltimore, and at the offices of the road in Washington Alexandria.

J. W. H. McCAFFERTY, General Superintendent.

RAILROAD LINES.

READING RAILROAD GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS

SUMMER ARRANGEMENT OF PASSENGER TRAINS, June 4 1866

Leaving the Company's Depot at THIRTEENTH and CALLOWHILL Streets Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M., for Reading and intermediate Stations

MORNING EXPRESS.

At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown etc. and the Lebanon Valley train for Harrisburg etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 3·30 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION.

Leaves Reading at 6 00 A. M., stopping at all way stations, arriving at Philadelphia at 8 55 A. M.

Returning, leaves Philadelphia at 5·00 P. M.; arrives in Reading at 7·55 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M. and Pottsville at 8·45 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2 10 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 6·45 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reading at 7 30 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south, at 6·30 P. M., arriving in Philadelphia 9 10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12 45 noon for Reading and all way stations. Leaves Reading at 11 30 A. M. and Downingtown at 12·30 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8·00 A. M.; returning from Reading at 4 25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 and 8·15 A. M. and 5 00 P. M. trains from Philadelphia, returning from Downingtown at 6 35 A. M. and 12·30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 8·00 P. M., passing Reading at 1·05 and 11 52 A. M. and 1·48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9·05 A. M., and 9·15 P. M., passing Reading at 4 49 and 10 52 A. M., and 11·30 P. M., and arriving in New York at 10 A. M. and 2 45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2·10 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD

Trains leave Pottsville at 7 and 11·30 A. M., and 7·15 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

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

TICKETS

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—

COMMUTATION TICKETS

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

MILEAGE TICKETS,

Good for 2000 miles, between all points, $52·50 each, for families and firms

SEASON TICKETS.

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

CLERGYMEN

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

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, 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 streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 30 A. M., 12·45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 3 15 P. M. 8 15

NORTH PENNSYLVANIA RAILROAD.—Depot, THIRD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKESBARRE.

At 7 30 A. M. (Express), for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre.

At 3·30 P. M. (Express), for Bethlehem, Easton, etc., reaching Easton at 6·45 P. M.

At 5 15 P. M., for Bethlehem, Allentown, Mauch Chunk.

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

For Fort Washington at 10 A. M. and 11 P. M.

For Lansdale at 6·15 P. M.

White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlehem at 6 25 A. M. and 12·25 Noon, and 6 15 P. M.

Leave Doylestown at 6 40 A. M., 3·15 and 5 30 P. M.

Leave Lansdale at 6·00 A. M.

Leave Fort Washington at 10 50 A. M., and 2·15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 A. M.

Philadelphia for Doylestown at 2 30 P. M.

Doylestown for Philadelphia at 7 20 A. M.

Bethlehem for Philadelphia at 4·30 P. M.

Through Tickets must be procured at the ticket offices, THIRD Street, or BERKS Street.

5 21 ELLIS CLARK, Agent.

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing THURSDAY, May 31 1866,

LEAVE PHILADELPHIA AS FOLLOWS:—

8 A. M. Mail, for Bridgeton, Salem, and all intermediate stations

9 A. M. Mail for Cape May, stopping at Woodbury, Glassboro', Vineland, and Millville, and all stations below Millville. Due 12·35 M

3 P. M. Accommodation, for Cape May, stopping at Woodbury and Glassboro, and all stations below Glassboro. Due 8·5 P. M.

3 30 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.

6 P. M., Woodbury Accommodation.

RETURNING TRAINS

Leave Cape May 6·30 and 11 A. M.

" Bridgeton 7 A. M and 3·50 P. M.

" Salem 6·45 A. M. and 3 35 P. M.

Ticket Office in Ferry Building, foot of Market street.

THROUGH TICKETS can also be purchased at Graham's Baggage Express Office, No. 102 S. TWELFTH Street Philadelphia where orders are received for Baggage which will be called for and checked at residences.

Freight will be received at Second Covered Wharf below WALNUT Street, from 7 A. M. until 5 P. M. That received at or before 9 A. M. will go through the same day

Freight Delivery, No. 228 S. DELAWARE Avenue.

5 31 J. VAN RENSSALAER, Superintendent.

1866—PHILADELPHIA AND ERIE RAILROAD.—This great line traverses the Northern and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie. It has been leased and is operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.

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

Passenger cars run through on the Erie Mail and Express trains both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 9 30 A. M.

Leave Erie at 4·45 P. M., arrive at New York 4 10 P. M.

Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at corner THIRTIETH and MARKET Streets Phila.

And for freight business, of the Company's Agents, S. B. Kingston Jr., corner Thirteenth and Market streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.
H. W. GWINNER, General Ticket Agent, Phila.
A. L. TYLER, General Sup't, Williamsport.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and after WEDNESDAY, May 16, 1866,

FOR GERMANTOWN

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3·10, 3¾, 4, 5, 5¾, 6, 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 3¾ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9·10 A. M., 2, 3, 5, 8, 10¾ P. M.

Leave Germantown 8 A. M., 1, 4, 6¾, 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, and 11 P. M.

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

ON SUNDAYS.

Leave Philadelphia 9·10 minutes A. M., 2, 5, and 8 P. M.

Leave Chesnut Hill 7·40 minutes A. M., 12·40, 6·40, and 9·25 minutes P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 8·35 minutes, 11·05 A. M., 1½, 4½, 5¾, 6¾, 8·05 minutes, and 11½ P. M.

Leave Norristown 5½, 7, 7 50, 9, 11 A. M., 1½, 4½, 6¾ and 8 P. M.

The 5¾ P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mill, and Conshohocken only

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4 and 7½ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK

Leave Philadelphia 6, 8·35 minutes, 11·05 A. M., 1½, 4½, 5¾, 6¾, 8·05, and 11½ P. M.

Leave Manayunk 6½, 7½, 8 20, 9½, 11½, A. M., 2, 5, 6¾, 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Manayunk 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent, Depot NINTH and GREEN streets