#### BABY IS KING.

A rose-curtained cradle, where nestled within Soft cambric and flannel Re-pounds seventeen: Tis the throne of a tyrant; that pink little thing is an autocrat august-for Baby is king.

Good, solemn grandfather dares hardly to speak Or walk, lest the sleeper should hear his bootcreak : Grandma is a martyr in habits and cap

Which the monarch unsettles, as well as her nap. Papa-wise and mighty-just home from the Grows meek on the threshold, and moves like a

To stare at the bondle, then outward he goes, Like an elephant trying to walk on its toes. The queen of the ball-room throws loyally down Before him the roses she wore in her crown.

And sings little love-songs of whom she loves

He cries when she stops, like a merciless elf. He flings right and left his saucy fat fist, And then, the next moment, expects to

kissed; He demands people's watches to batter about, And meets a refusal with struggle and shout. Then faiting to conquer, with passionate cry, He quivers his lip, keeps a tear in his eye, And so wins the battle—this wise little thing!

#### He knows, the world over, that Baby is king. The Art of Swimming.

The chest stroke, the most straightforward style of swimming, is, and will always be, the most popular. Although, as a rule, rapid progress with it cannot be easily made, yet there re amongst the swimmers of the present day lew notable exceptions, who contrive to pass. at all events, to keep level with representa of almost all the other styles describable this chest stroke a much greater distance can be traversed than with any other, as leaves the head entirely free, and is the most natural position attainable. A good swimmer never tires at this, and while it is a most graceful stroke, it is better performed, as a rule, than all the other strokes put together, as it is the first acquired by the aspirant.

Side swimming, as its name indicates, is a style of swimming on the side; keeping a portion of the head immersed and striking out one arm whilst the other is describing a half circle. It is capital for work against tide, but is principally used to gain speed. It is employed, aimost without exception, by competitors in the races at the Lambeth Batns. Any old swimmers who fall across these pages may recollect a youth who was matched to swim Beckwith, the then champion, about time years ago; and if they do they will recall with pleasure the easy dexterity grace which that youth possessed, and which enabled him to attain speed which was most extraordinary, considering his slim tigure and his years. It was gravely asserted to me by a processional the other day, that the side stoke was introduced by George Pewtress, swimmer of twenty years back. Of course, this is too evidently abound to require refutation. but if it were needed, a curious little old swimming hand-book in my possession, two centrices old, would show the fallacy, as it describes, "How to Swim, neither on the Back nor on the Belly," and the directions following clearly to the system now so much practised, which is doubtless as old as Adam.

The overhand stroke consists of the ordinary side stroke, but with one arm performing a circle, one half in the water and one in the air: the hands being kept in a cup-like form, lor it may be the ordinary breast stroke, but with the arms throst forth alternately and brought rapidly back through the water. The nethod ensures the most speed, as there is a much quicker movement of the arms, but the first is the most popular and most practised, as it is by far the easiest of acquirement. The overhand stroke is the most exhausting, and always involves a great expenditure of strength: it is only used where rapidity is needed for a short distance, as, for instance, at the end of a swimming race, or, it may be, to reach a sinking There is, however, a swimmer, well known at the Lambeth Baths, who can swim five hundred yards in an almost incredibly short space of time; but we are informed he throws a hammer continually in his trade, and that is just the kind of practice needed for his stroke.

There are a good many hybrid styles which I have not space to discuss here, but the three shove mentioned are at the root of them all: there remains but one great division, and that I shall but touch briefly, and that is, swimming on the back. Man, whether in the water or out, is at a disadvantage when "on his back; and hewill not resort to locomotion in that position unless it be to go quite gently as a rest. In the sea this style of swimming is very plea-sant. Indeed, I have experienced few things pleasanter than to be almost motionless, floating on the blue waters of the Mediterranean, and to be litted gently up and down by the pleasant waves of that tideless sea. - London Society.

A Boy's First Impressions of Europe.

CORE, Ireland, July 6.—Dear H.:—Did you ever hear of Paddie from Cork? Well, 1 am at Cork, and so is Paddie. He and I enjoy our-selves greatly. Like the children and the bears, it is as much for him to see me as it is for me to see him. But Ireland is a tunny place. The first thought that strikes you upon landing is, how many Irishman there are; the second is, how numerous they are: the third is, how Irish they are. Imagine to yourselt a city crowded with such people as the emigrants you see in New York, riding on carts which face side ways, and drawn by donkeys much smaller than our colt Olictte, and you will have a very faint idea of Cork. It is inhabited principally by beggars. We are continually besieged by these. One specimen followed us for two miles this afternoon for a habenny, which we did not have. Everybody knows that I am a Yankee at first sight. Two newsboys came up to me this moraing, as I was taking a walk, and accosted me:-Plase, sir, will you give me a cint?" They were very much delighted when they received it, and went off shouting that they had 'a cint. Everything is queer here, and I am getting queer too. By the way, this is an answer to your letter that I haven't received vet, but expect in the next steamer. - Palerson Press.

A BILL OF FARE FOR BROKERS.—The Boston Board of Brokers went down the harbor on a fishing excursion the other day, and had a good time generally. The baston Commercial Bulletin cooks up the following in its "spice" cotumn as the "Bill of Fare" for the occasion, which contains many clever hits that will be readily

spondulicks on the half shell.

Ditto, "shelled out."

Flounders bought "flat." SECOND COURSE-SOLIDS!

Bull Beef. THIRD COURSE-GAME! Cauvas Backs Ducks (lame). ENTREES-PANCY! Outsiders Flatted out in Copper.
Disto, done brown.
"Fivers" done in Oil.

VEGETABLES. The Great Toltee Squash.

Dead Beats. Lucky Turn-ups.

Heavy Celery.

Specked-taters......From the Brokers' Board. DESSERT-PRUIT, ETC. Water Millions. A Fig for the Product Large "Plums for the lucky ones.

Lemons that "went in."

Ditto that "came out"—squeezed.

Parada Stocks.

Raisns from Cauada Stocks, 'Sma'l quantities.)

The "Drop" in the Market, inc.

The Beat Spirit.

Water Power ful strong. Stock Ale. Coupon "Sines."

PERSONATING THE DEVIL.—One of our Liver-pool (England) exchanges has the following:— Certain "fast" young gentlemen of Clifton are just now chuckling over the success of one of the most daring practical jokes ever perpetrated. Not long since, an elderly pachelor, who has the reputation of being very miserly, was applied to for a subscription towards some charitable object; and for reasons best known to himself gave a point-blank refusal to the application, when by he greatly offended the parties who, in their rather liberal estimate of his generosity, had considered him good at least for a couple of guineas. The affair got talked about, and came to the ears of a party of trolicsome youths, full of mischief, who determined to pay the old gentleman out for his selfishness; and their modus operandi was to favor him with a visit trop his Saturate. to favor him with a visit from his Satanic Majesty. A bold spirit was found willing to represent that well-known character, and at a late hour one night last week the dangerous toke was carried out. The pro tempore devil was well smeared with phosphorus, and carried with one hand a canister of barning sulphur, to give him the orthodox brimstone odor. In the other he bore a buck's foot, well charged with electricity, the said foot being attached to a non-conducting handle, to prevent the escape of the electric Suid. By some means this juvenile representative of "Auld Hornie" managed to gain an entrance to the old gentleman's sleeping apartment, and in the "very witching hour of night when churchyards yawn, and hell itself breathes forth contagion to the world, made his ap-pearance at the bedside of his victim. Sud-denly awakened, the poor man rubbed his eyes, stared, rubbed his eyes again, and doubtless began to feet uncommonly uncomfortable. In a sepul-chral voice his visitor requested him to shake bands. He tremblingly obeyed, and received such a terrible shock from the electrified buck's toot, that, coupled with the hoof-like character of the foot I self, left him very little doubt that

the Lord of Hades had come to balance up accounts. Paralyzed for a few moments, he soon broke into a piteous whine for mercy. The fumes of the burning sulphur, and the fitful phosphorescent flashes of light on "Clootie's" face, were evidently too much for him; and his whine soon broke into a yell of terror. "Come with me," said the guest. "Oh no, Lo-not yet," answered the host. "What mercy can you expect, when you give nothing to the poor?" asked the devil. "Oh, spare me, and I'll give all I've got," answered the bedevilled. "Will you subscribe to the — fund?" quiried Mr. Mephistopheles. "Anything you like," replied Mr. Dives. And so the farce went on, until at

PROPOSALS.

PROPOSALS.

length the pandemoniacal gentleman gained his

point, and quitted the bedroom with a hand-

cme donation in his Satanic pocket, leaving the

old gentleman in a cold perspiration, from which, we should imagine, he has hardly re-

### PENNSYLVANIA AGRICULTURAL LAND SCRIP FOR SALE.

The United States Government having granted to he Commonwealth of Pennsylvania Land Scrip, representing 789,000 acres of Public Land, for the endowment of Agricultural Colleges in this State the Board of Commissioners now offer this I and Scrip to the public. Proposals for the purchase of this Land Scrip, addressed to "The Board of Commissioners of Agricultural Land Scrip," will be received at the Surveyor. General's office, at Harrisburg, until Wednesday, August

This land may be located in any State or Territory by the holders of the scrip, upon any of the unappro priated lands (except mineral lands) of the United States, which may be subject to sale at private entry. Each piece of scrip represents a quarter section of one hundred and sixty acres. Bids must be made as per acre, and no bids will be received for less than one quarter section.

The Scrip will be issued immediately on the paymen of the money to the Surveyor General, one third of which must paid within ten days, and the remaining two-thirds within thirty days after notification of the neceptance of the bid or bids by the Board of Com-

J. M. CAMPBELL, Surveyor-General, For the Board of Commissioners HARRISBURG, July 11, 1866.

A SSISTANT QUARTERMASTER'S OFFICE, No. 1139 GIBARD Street. PHILADELPHIA, Pa, July 27, 1866. WHILE ASH ANTHRACITE COAL.

Scaled Proposals will be received at this office until 12 o'clock M., TUESDAY, August 7, 1866, for furnishing the Quartermaster's Department 500 tons best quality White Ash Anthracite Coal, et such sizes as may be required, and in such quantities as may be ordered, from August 10, 1866, to April 30, 1867, with the privilege of ingreasing the grantle of the privilege of ingreasing the grantle of the privilege of ingreasing the grantle of 1867 with the privilege of increasing the quantity to 5000 tons, to weigh 2240 pourds to the ton, to be inspected by an inspector appointed on the part of the Government, to be delivered free of charge at all places ordered in this city; also, on board of vessels at the Port of Philadelphia, in good order and con-dition, free of state, bone, dust, and all other im

In case of failure to deliver the Coal in sufficient quantities, and at the proper time and place, the Department reserves the right to make good any deficiency by open purchase at the contractor's risk and expense. Each offer must be accompanied by a written

guarantee, signed by two or more responsible par-ties, their responsibility to be certified to by a United States judge, attorney, or collector of the port, that the bidder or bidders will, it has or their bid be accepted, enter into written obligations, with good and sufficient sureties, in the sum of ten thousand (\$10,000) dollars, to furnish the proposed supplies agreeably to contract. agreeably to contract.

No proposition will be considered unless the terms of this advertisement (a copy of which should ac-

company each proposal) are complied with.

Proposals to be made out in duplicate on the regular printed forms, which may be had on application at this office.

The right to reject any bid deemed too high or unreasonable is rese ved, and no bid from a defaulting contractor will be received, The envelopes to be endorsed. "Proposals for Coal," and adoressed to the undersigned.

Bids will be opened on Tuesday, August 7, 1866, 12 o'clock M , and bidders are requested to be pre-

By order of Byt Brig. Gen. GEORGE H. CROSMAN, Ass't Q M. General U. S. Army. GEORGE R. ORME, Captain and Ass't Q. M.

DROPOSALS FOR SALE OF WOOD HEADQUARTERS DEPARTMENT OF WASHINGTON,

OFFICE OF CHIEF QUARTERMASTER. Senied Proposals are invited at this office until 12 o'clock noon, MONDAY, August 6, 1896, for the purchase of (18,000) THIRTEEN PHOUSAND CORDS OF GOVERNMENT WOOD,

located as follows:—
(1400) FOURTEEN HUNDRED CORDS at the Kendall Green Wood Yard, on the line of the Baltimore and Ohio Railroad, about one mile Baltimore and Ohio Haiiroad, about one mile from the depot of said road in this city.

Inis wood consists or about ONE THIRD (†)

PINE and IWO-THIRDS (†) OAK) and is piled immediately along the track of the raiiroad.
(Il.600) ELEVEN THOUSAND SIX HUNDRED CORDS at the Wood Yard, three-quarters of a mile north of Alexandria, on the line of the Washington, Alexandria, and Georgetown Railroad.

the Washington, Alexandria, and Georgetown Railroad.

This wood consists of about TWO-THIRDS (†)
PINE and ONE-THIRD (†) OAK, is pied along the track, and is distant about one-half of a mile from a wharf on the Potomac river, leading to which there is a direct and level road.

All of the wood offered for sale is of good or fair quality, and thoroughly seasoned.

Proposals will be received for quantities from (50) lifty cords and upwards, with provilege of taking

Proposals will be received for quantities from (50) fifty cords and upwards, with privilege of taking all of either or both lots

Payment to be made in Government funds, immediately lafter the opening of the bias, and upon measurement of the wood

The right is reserved of rejecting any or all proposals deemed disadvantageous to the United States.

M. 1. LUDINGTON,

Colonel and Chief Quarternaster,

7 16 18t

Department of Washington.

342 SOUTH STREET, M. D'ANCONA Gents' cost of Olothing. No. 32 SOUTH Street Delow Fourth.

## RAILROAD LINES.

READING BAILROAD
GREAT TRUNK LINE.
FROM PHILADELPHIA TO THE INTERIOR OF
FENNSYLVANIA, THE SCHUTLRILL, SUSQUE
HANNA, UMBERLAND, AND WYOMING VAL
LLYS, THE NORTH, NORTHWEST, AND THE
CANADAS
SUMMER ARRANGEMENT OF PASSENGER SUMMER ARRANGEMENT OF PASSENGER TRAIN'S, June 4 1866 Leaving the Company's Dopot, at THIRTEENTH an CALLOWHILL Streets Philadelphia, at the follow n

CAILOWHILL Streets Philadelphia, at the follow n hours:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reacing and intermediate Statio At 8:15 A. M. for Reacing and intermediate Statio October 10 A. M. for Reacing and intermediate Statio At 8:15 A. M. for Reacing Representation of the fill of the state of the fill of the state of the fill of t

P. M., POUNTHE REPUBLY, M., ARTIVER III.

BARRISBURG ACCOMMODATION.

Leaves Reading at 730 A. M. and Harrisburg at 410

P. M. Connecting at Reading with Atternoon. Accommodation south, at 6:30 P. M., arriving in Philadelphia

Market train, with passenger car attached, leaves builded plits at 12 45 boon for Reading and all way stations. Leaves Reading at 11 3c A. M. and Downingtown at 12 20 P. A., for Philadelphia and all way stations. All the above trains run daily, undays excepted. Sunday trains leave Pottsville at 800 A. M. and Philadelphia at 315 P. M. Leave Philadelphia for Reading at 800 A. M.; returning from Reading at 425 P. M. CHES ER VALLEY BAILROAD.

Passengers for Downingtown and Intermediate points Passengers for Downingtown and Intermed ate points take the 7-36 and 8-15 A. M. and 5-0 P M. trains from Philadelphia, returning from Downingtown at 6-35 A. M.

Philadelphia, returning from Downingtown at 5.35 A. M. and 1228 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M., and 800 P.M., passing Reading at 145 and 11.53 A. M. and 148 P. M., and connecting at Harrisburg with Penns) yania and Northern Central Railroad express trains for Pittsburg. Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 975 A. M., and 915 P. M., passing Reading at 449 and 19 52 A. M., and 1730 P. M., sand arriving in New York at 16 A. M. and 245 P. M., Sleeping cars accompany these tains through between Jersey, City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2.16 P. M., Mail train for Harrisburg leaves New York at 12 M.

A mail train for New York leaves Harrisburg at 2 10 r.
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 "amaqua at 7:35 A. M. and 1:40 and 4 lb P M
SCHUYLKILL AND SUSQUEHANNA RAILROAD,
Transleave Auburn at 7 hd A. M for Pinggrove and

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Transleave Auburn at 750 A. M. for Pinegrove and Barrisburg and 150 P. M. for Pinegrove and Tremont. returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.

TICKETS

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. The ioliowing tickets are obtainable only at the office of S. BRADFORD. Transurer. No. 227 S. FOURTH street, Philadelphia, or of G. A. NICOLLS, General Superintendent. Beauing:— Superintendent, Resoing:
COMMULATION TICKETS

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

MILEAGE TICKETS,

Good for 2000 miles, between all points, \$52.50 each, for families and films 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 entilling themselves and wives to tickets at hall fare.

EXCURSION TICKETS

From Philadelphia to principal staticus, good for Saturday, Sunday, and Monday, at reduced fare, to be had card at the licket Office, at THILTEENTH and CALLOWHILL Streets

FREIGHT.—Goods of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WHILOW Streets.

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

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.

### STATUTE STATE OF M.

| STATUTE STATE OF STAT

FOR CONSHOHOCKEN AND NORRISTOWN

FUR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8:35 minutes, 11:05 A.M., 134,
436, 536, 635, 8:05 minutes, and 113 P.M.
Leave Norristown 53, 7, 7:50, 9, 11 A.; M., 136, 436, 634
at d8 P.M.
The 534 P.M. train will stop at School Lane. Wissa hickon, Manayunk, Spring Mill, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A.M., 236, 4, and 756 P.M.
Leave Norristown 7 A.M., 1, 536, and 5 P.M.
Leave Philadelphia 6, 8:35 minutes, 11:05 A.M., 136,
436, 536, 648, 855, and 1136 P.M.
Leave Manayunk 63, 736, 8:20, 936, 1136, A.M., 2, 5, 636
835 P.M.
ON SUNDAYS.

M. P. M.

ON SUNDAYS.

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

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

W. S. WILSON, General Superintendent,

iDepot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD. Depot HIRD Street above Thompson.
For BETHLEHEM. DOYLESTOWN, MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES BARRE.
At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleion, Williamsport, and Wilkes barre. hanch Chunk, Hazleich, Whitamaport, and Whise-barre.
At 2:30 P. M. (Express), for Bethiehem, Easton, etc reaching Easton at 6:45 P. M., At 5:15 P. M., for Bethiehem, Allentown, Manel Chunk.

hunk.

For Deviestown 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 Bethiehem at 5-25 A. M. and 12-25 Noon, and 15 P. M.

Leave Bethlehem at 5/25 A. M. and 12/75 Noon, and 5/15 P. M.
Leave Doy estown at 6/40 A. M., 3/15 and 5/30 P. M.
Leave Langdale at 6/40 A. M.
Leave Fort Washington at 16/50 A. M., and 2/15 P. M.
ON SUNDAYS.
Philadelphia for Bethlenem at 9 A. M.
Philadelphia for Doylestown at 2/30 P. M.
Doylestown for Philadelphia at 7/30 A. M.
Bethlehem for Philadelphia at 7/30 A. M.
Bethlehem for Philadelphia at 4/30 P. M.
Through Tickets must be produced at the ticket offices.
THIRD Street or BERKS Street.
5/21

W EST JERSEY RAILROAD LINES, FROM VV foot of Market Street (Upper Ferry), com-mencing MONDAY, July 16, 1866 Leave Philadelphia as follows: follows:—
For tape May, 9 A. M., Mail: 2 P. M., Accommoda-tion: 4 P. M., Fast Express
For Bridgeton, Salem, and intermediate points, 8 A. M., and 3 39 P. M. For Minville, and intermediate points, S A. M. and 2 M.

P. M.
Woodbury Accommodation, 6 P. M.
BETURNING:
Leave Cape May at 6:30 A. M., Mail; 9 A. M., Fast Express: 5 P. M. Express
Leave Bridgeton 7 15 A. M. and 3:50 P. M. Freight 6:30 P. M. Jeave Salem I A. M. and 3:35 P. M. Freight 5:45 P. M. Leave Muliville 6:55 A. M. and 6:38 P. M. Freight 11:6: A.M. Freight will be received at Second Covered Whart below Walnut street, from 7-96 A.M. until 5-90 P.M. That received before 9-60 A.M. will go through the same

Freight Delivery, No 228 S. DELAWARE Avenue J. VAN RENSSELAER, Superintender The West Jersey Fxpress Company will attend to all the usual branches of Express business. A Special Messenger accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

1866 -PHYLADELPHIA AND ERIE RAIL.

ern and Northwest Counties of Pennsylvania to the
city of Frie, on Lake Eric. It has been leased and is
operated by the Pennsylvania Railroad Company.

TIME OF PASSENCEE TRAINS AT PHILADELPHIA.

Arrive Eastward-Eric Mail Train, 7 a. M.; Eric Express
Train, 1 P. M.

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

Passenger cars run through on the Eric Mail. Train 12 M.

Passenger cars run through on the Erie Mall and Express trains both ways between Philade phia and Erie NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Eric 920 A. M.

Leave Frie at 445 P. M., arrive at New York 4 10 P. M.

Elegant Sleeping Cars on all the night trains.

For information respecting bassenger business, apply at corner THIETTETH and MARKET Streets Phila. at corner THIRTIE: H and MARKET Streets Phila.
And for freight business, of the Company's Agents, 8.
R. Kingston Jr., corner Thirteenth and Market streets
Philadelphia: J. W. Reynolds, Erie; William Brewn.
Agent N. C. R. R., Baitimore.
H. P. HOUSTO'S, Gensral Freight Agent, Phila.
H. W. GWINNER General Ticacet Agent, Phila.
A. L. TYLER General Sup't, Williamsport.

## RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL

TIMORE RAILEGAD.

Commencing MONDAY, July 2, 1866. Trains will leave Depot corner of BROAD Street and WASHING-TON Avenue, as follows:

Express Train at 4 15 A. M. (Monday excepted), for Belltimore and Washington stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Mayre, de Grace, Aberdeen, Perryman's, Magnolia, Chase's and Strimmer's Run. de Grace, Aberosen, Perryman's, ausgrous, Carlotte Run.

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

Delaware Railroad Train at S.A. M. (Sundays excepted), for Princess Anne, Milford, and attermediate stations. Stations. Express Train at 11.45 A. M. (Sundays excepted), for Express from at 11's A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P M. (Sundays excepted) for Baltimore and Washington, stopping at thester, Claymort, Wilmington, Newark, Pikton, Northeast Perryvite, liavie de Grace-Aberdeen, Perryman's, Edgewood Magnolia, (hase's, and Stemmer's Rus.<sup>4</sup>

Night 1 xpress at 11 P. M., for Baltimore and Washington. ington.

Tassencers by Beat from Baltimore for Fortress Monros. Noriclk, City Point, and Richmond, will take the
li 45 A M train.

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

Leave Philadelphia at 9 A. M., 12 30, 4 30, 6, and 11 30
P. M. The 4 30 P. M. train connects with Delaware
Railroad or Harrington and intermediate stations,
Leave Wimington at 6 30 7 13 and 9 30 A. M., 4 and 6 30
P. M. The 7 15 A. M. train will not stop at stations
between Chester and Philadelphia
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.

THROUGH TRAINS FROM BALTIMORE, Leave Wilmington at II A. M., 4 36 and 10 P. M., CHENTER FOW PHILADFLPHIA. Leave Chester at 728, 7.55, 19 14, and 11 49 A. M., 4 43, 210, 7.26, and 16 26 P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Baltimore 7.5 A. M., Wav-mail. 9.30 A. M., Express 1.10 P. M., Express 8.25 P. M., Express 8.25 P. M., Express 8.25 Express 110 P. M. Express
P. M., Express
TRAINS FOR BALTIMORE
TRAINS FOR BALTIMORE

Leave Ches or at 4 db and 5 5 d. M., and 3 38 P. M.
Leave Wilmington at 5 2 and 5 3 d. M. and 4 15 P. M.
Freight Trains with Passenger Cars attached will leave
as follows:—Wilmington for Ferry ville and intermediate
stations at 5 c5 P. M. Baltimore for Havre-de Grace and
intermediate stations at 4 45 P. M. Perryville for Wilmington and in ermediate stations at 14 20 A. M. connecting at Wilmington with 7 in A. M. train for Philadecords.

Express Train at 4:15 A. M. for Baltimore and Washington s'opping at hester, Whinington, Newark Elkton, Nor heat Perrysille Hayre-de-Grace, Aberdeen, Perryman's Magnola, Chase's, and Stemmer's Run. Night Express 11 P M for Baltimore and Washington, Accommodation Train at 11:20 P. M. for Whinington and intermediate stations.

Accommodated 17sm at 1120 P. M. for Whinington and intermediate stations,
BAL/11MORE FOR PHILADELPHIA.
Leave Faitimore at 8-25 P. M., stopping at Havre-deGrac, Persysille, and Wilmington. Also stops at Eikton and Newsik (to take passengers for Phi adelphia and 
Chester to leave passengers from Baltimore) and 
Chester to leave passengers from Baltimore or Washington. Accommodation Train from Wi mington for Philadel phis and intermediate stations at 6 °0 F. M.

4 16 H. F. KENNEY, Superintendent.

FOR NEW YORK.—THE CAMBEN AND Amboy and Philadelphia and Trenton Rallroad ompany's Lines.
FROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Wharf, will as follows, viz:— At 5 A. M., via Camden and Amboy, Accommoda

M. via Camden and Jersey (1ty Fxpress... 3 00 M. via Camden and Ambey Express... 3 00 M. via Camden and amboy Accommodation 2.25 A. via Camden and Amboy Accommodation 2.25 d. class (20 class). town, etc. The le A. M., and 4 P. M. Hues run direct through to Trenton. LINES FROM RENSINGTON DEPOT WILL LEAVE

til A. M., 430, 645 P. M., and 2 P. M. (Night) via Kensington and Jersey City P. Koress Lines, fare 8340 The 645 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. a. d.

At 7:39 and 11 A. M., 3 3:30 4:30, 5, and 6:45 P. M. a. d. s. idnight, 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 N'agara Falls, Buffalo, Dunkirk Canandalicua, Elmira, Ithaca, Owego, Rocheser Binghampton, Oswego syracuse Great Bend, Montrose Wilkesbarre, Scranton, Stroudsburg, Water Gap, Belvidere, Laston, Lambertville, Flemington, etc. 2 he 3:56 F. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethie hem etc. hem. etc. At 5 F. M. for Lambertville and intermediate stations. June I, 1896. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. DENNSYLVANIA CENTRAL RAILROAD.—
SUMMER ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave the Depot. at Thury-dist 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 cal for and deliver Eagsage at the Depot. Orders left at the Office, No. 50 Abount street, will receive attention.

FREIGHT LINES FOR NEW YORK AND connecting Entroads. INCREASED DESPATCH.
THE CAMDEN AND AMBOY RAILROAD AND TRANSFOR ATTON COMPANY PREIGHT LINES for New York will leave WALNUT Street What at 6 o'clock it M. daily Sundays excepted).
Freight must be delivered before 4% o'clock, to be for wat ded the same day. o'clock I' M. daily (Sundays excepted).
Freight must be delivered before 4% o'clock, to be for waided the same day.
Returning, the above lines will leave New York at 12 noon and 4 and 8 F. M.
Freight for Trenion. Princeton. Kingston, New Bruns wick, and a l points on the Camden and Amboy Rail road; asso, on the Bevidere. Delaware and Fleming ton, the New Jersey the Freehold and Jamesburg and the Burbington and Mount Helly Railroads, received and forwarded up to 1 F. M.
The Bevidere De aware Reliroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachink with all points on the Delaware, Lackawanns, and Western Railroad, forwarding to syracuse, Buffaio, and other voints in Western New York.
The New Jersey Central Railroad, and at Newark with the Mornis and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers, and consignees, must, in every instance be shat with each load of goods, or no receipt will be given.
N.B.—Increased inclinies have been made for the

N.B.—Increased facilities 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 more it will be delivered at the foot of For the h street near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shikment. For terms, or other information, apply to WALTER FREED AN. Freight Agent, No. 226 S. DELAWASH Avenue, Philadelphia

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

I cave Washington daily (Sunday excepted), at 6.45, M, and strive at Lynchburg at 5 46 P. M.
Leave Lynchburg at 7 A. M, and arrive at Washington at 5.25 P. M.

Leave Washington daily (including Sunday) at 6.05 P.
and arrive at Lynchburg at 6.00 A. M.
Leave Lynchburg at 6.20 P. M. and arrive at Washington daily (including Sunday) at 6.05 P.
and a first at Lynchburg at 6.00 A. M.
Leave Lynchburg at 6.20 P. M. and arrive at Washington daily and 6.10 A. M.
Loth trains making close connections at Lynchburg

Leave Lyachburg at vav F. M. and arrive at washing on at 6 10 A.M.

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

First-class sleeping cars attached to the night trains. The road is attractive, not only for its comportable accommodations, but for the fact that it passes the now historic localities of Fairfax, Buil Run, Manassas, Bristoe, Cat'ett's, Rappahannock, Culpeper, Orange, and Gordonsville, places of imperishable interest in the pupular mind.

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

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DEALER IN

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Yard, Broad Street, below Fitzwater. Has constantly on hand a competent supply of the acove superior Coal, surable for family use, to which he calls the attention of his friends and the

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STREETS. Offers the celebrated West Lehigh Coal from the Greenwood Colbery, Stove, Egg. and Beater size \$759; Nut at \$6.59. Also, the very superior Schuyikhi Coal, from the Recevescale Collery Nutsize, \$6.00. All other all Coal warranted and taken back free of expense to the purchaser, it not as represented. Also, the Coal for-tetical it not full weight.

MEDICAL.

VOX POPULI. WRIGHT'S TAR SYRUP.

PRINCIPAL DEPOT. No. 771 South THIRD Street Price, \$1.00 per Bottle; \$5.00 for half-a-dozen.

The undersigned citizens take pleasure in cheerially recommending the use of Wright's Tar Syrap for coughs colds, consumption, whosping-cough, spotted lever, iver compaint, pains in the breast, conchilis. inflammation, and restriction of air vesses in the lungs c. The remedy should be in every family :— Charles C. Wilson, Forney's Press office, Charles H. Graffen, Sunday Mercury office. James Nolen, Aquirer office.
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BELL'S SPECIFIC PILLS, Price one Dollar per Box, or Six Boxes for Five Dollars; also, Large Boxes, containing Four Small,
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1829-CHARTER PERPETUAL

FRANKLIN FIRE INSURANCE COMPANY

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\$11.467.53. LOSSES PAID SINCE 1829 OVER \$5,000,000. Perpetual and Temperary Policies on Liberal Terms.

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This company continues to write on Fire Risks only its capital, with a good surplus, is saidly invested. 701 Losses by fire onve been promptly paid, and more than \$500,000

Disbursed on this account within the past few years. For the present the office of this company will remain at No. 415 WALNUT STREET,
But within a few months will remove to its OWN BUILDING N. E. CORNER SEVENTS AND CHESNET STREETS. Then as now, we shall be happy to insure our patrons a

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1NCOBPOSATED 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, on
liberal erms on buildings, merchandise, marriture, etc.,
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Their Capital, together with a lase Surplus Fund, is invested in the most careful mamer, which enables them to offer to the insured an indoubted security in the case of loss.

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