### CITY INTELLIGENCE.

[For Additional Local Items see Fifth Page.]

ARRESTED ON A SERIOUS CHARGE,-Daniel Jackson, a young man of good address, was arrested for using threatening language and for assault and battery.

A citizen named Morris Haley lives in the suburts, in a house built upon the site of one that was burned by an incendiars, and then occupied by a citizen named Price. The locality is Norristown lane, near Old York road. Mr. Haley was in his stable, coddering his quadrupeds, when from a window he observed a rupeds, when from a window he observed a number of young men severely pounding two others, for whose lives they seemed to emertain no recard. He went to their rescue. He is a very powerful man. Selzing a lagot of wood from a lence, he dispersed the entire party. When a dozen men attack two, the dozen may investible he at down as covered. invariably be set down as cowards. This was the case in the present instance. The testimony of Mr. Haley showed that after he had rescued 

THE NUMBER OF FOREIGNERS IN OUR MIDST.-It will be seen by the subjoined statistics that we have a smaller percentage of the foreign element in our city than any other large city except Providence and New Haven. Here are the bgures showing the number of foreigners dwelling in our principal cities, and the percentage they bear to the whole population:-

				DEF
Amer.	Foreign.	Irinh.	Geri	cent.
Bo ton111 788	63 781	45,991	8,393	86
Providence 86 559		3 584	343	25
New Haven 27 184	10,645	7 391	1.842	25 28
Albany 40 (99	26,419	14.780	8,877	88
Buffu 0 42 636	87 684	9,279	18 233	45
New York 109 469	888.717	203,710	119 984	49
Ph ladelphia . 373 914	169 480	94 548	43 643	
Pittsourg 3s 081	27 021	12 281	9,762	41
Baltimore132,033	52.497	15,586	82 613	84 47
(m.cinnati 83 699	78 614	19 375	48 918	47
Chiengo 53 681	54 624	19 889	22 200	50
Milwaukre 22 202	22 848	8,100	15,931	50
St. Louis 61 390	96 086	29,926	50,510	60

HEARING ON THE CHARGE OF PASSING COUNTERFEIT NOTES.—Before Judge Cadwalader yesterday, Reuben Stonebeck had a hearing on the charge of passing a counterfeit note of the denomination of \$20 on Frederick Bassler, keeper of a public house at No. 2327 German-town road. The defendant offered the note to Mr. Bassier, and waited until a person returned who was sent out to learn the character of it. t is probable that the Judge would have discharged Stonebeck if the evidence had rested here, but John Roddenbush, of Montgomery county, testified that defendant had passed a \$50 U. S. Treasury note on him, and it was stated that a wine-s was present when a \$100 bill had been passed. He was held for trial here, and will be taken to Montgomery county to be tried

ANOTHER COUNTERFEITER .- William Robinson bad a hearing before the United states Commissioner yesterday afternoon, on the charge of dealing in counterfet money. Jeremuch T Hutchioson testined that on the 17th of May last he met the defendant, and bought thirty-nine counterfeit fifty cent notes, for which he gave \$10.

The accused denied that he ever had money of the kind described at No. 1118 Market street, or that he ever sold any to the wit-ness. He was held in \$2000 bail for his ap-pearance at Court. The arrest was made by Captain Franklin, of the Secret Service Depart-

NO STAMPS ON RECEIPTS OF MONEY FOR CHARITABLE PURPOSES,—The following note, giving the decision of the United States Commissioner on the above subject, has been written to Dr. J. Francis Burns. It is meant, we suppose, to apply to the acknowledgments of receipts of money, etc., to be dedicated to charitable purps ses.

OFFICE INTERNAL REVENUE, WASHINGTON, August 3, 1866. Sir:—I reply to your letter of the for charitable objects does not require a stamp, if there is no payment

Very respectfully,

THOMAS HARLAN, Deputy Commissioner.

ROBBERY OF PLATE AT LONG BRANCH, N. J.—On Monday night the cottage of Mr. George W. Childs, at Long Branch, was robbed of silverware to the amount of over \$600. It consisted of heavy tablespoons, tenspoons, coblets, forks, knives, cups, napsin rings, etc. The initials engraved on the silverware were G. W. C., H. M. P. & P. There was some jewelry among the plunder. The thieves were evidently frightened off, as they left valuables behind which had been laid out to be carried away. A reward of \$500 is offered for the arrest and convict on of the thieves, and, in addition, the full value will be paid for the articles returned.

COUNTERFEITER PARDONED.—George H. Manson, who in May last was convicted of passing counterest money, in the United States District Court, and on the 2d of June sentenced to an imprisonment of four years, was yesterday pardon d by President Johnson. The ground mon which the pardon was granted was failing health. Manassah Price, the alleged confederate of Manson, who was sentenced to eight years' imprisonment at the same time, has not been

IMPROVEMENTS AT GERMANTOWN .- Mr. Charles Megarge is building a mansion on Main street, near Talpehocken, which is to be of large size, and to have a granite front. It will be unished in a superior manner.

The Baptist Church, building at Upsal and Main streets, on the old battle ground, is progressing, and is nearly ready for rooting.

A Unitarian Church is also in the course of erection in Coulter street.

THE SICKNESS ON THE "CHATTANOOGA." The sickness which broke out on this splenaid frigate, and prevented her vovage to the Mediterranean, has now entirely subsided, and her crew is in good health. She awaits orders to return to port, when she is expected to be put out of commission. There have been but one or two deaths of those who were removed from her to the Naval Asylum. The remainder are convalescent.

THE NEW COLLECTOR OF THE PORT .-Hon, William F. Johnson, the newly appointed Collector of the Port of Philadelphia, appeared at the office of the United States Circuit Court yesterday with his sureties, which were an proved, and the oath of allegiance under the act of Congress of 1862 administered. The sureties have now to be approved at Washington.

ACCIDENTS .- George Jacobs, twenty-eight years old, or Phoenixviile, had an arm bacty fractured yesterday between the bumpers of two cars on the Reading Railroad. Money, of Luzerne county, was taken to the Pennsylvania Hospital, with severe injury of the back, caused by a mass of coat falling on him in a coal pit.

HOTEL THIEF.-Officer Matthews, of the Eighth District, yesterday arrested John W. West, on the charge of stealing a watch and chain and twenty dollars from the Great Western Hotel, the property of a boarder. The room from which the property was stolen was en-tered through a transom.

FATAL CASUALTY ON A RAILROAD .-John Sailor was run over vester lay by a car on the Reading Railroad, at Broad and Willow streets, and was killed. Deceased resided at Sixteenth and Spring Garden streets.

-The Jewish Messenger savs:-The 'individual who has discovered that Bryant's new teish impersonation is of Hebre worigin, is reminded that Shamus is not the English of Shomes Sexton but Irish for James. The originator of this wonderful idea is probably the authority for the derivation of Maccabee McCabe, the celebrated Fenian prince."

### ARCHÆOLOGY.

Interesting Lecture before the English Archie singical Congress-Westminster Abbe, and the Tow rot Londos.

The Archeological Congress, recently in session in London has had some interesting papers read before them. We extract from the proceedings a summary of the papers on medieval London:-

THE DEAN OF WESTMINSTER'S LECTURE ON THE ABBEY.

After the company had assembled in the hapter House, the d-an delivered a lecture of the history of the Abbey. Ashort time since he delivered a lecture on the same subject at one of the evening meetings of the Royal Institution, in which he noticed generally the principal monuments in the Abbey, but on this occasion he confined his remarks to the burial and monu ments of kings. In the previous lecture he had observed that it was a peculiar characteristic of the kings of England that they selected their place of burial within sight of their palace, of which practice Russia afforded the only similar example. Westminster Abbey had seldom been selected as a place for royal marriages, Henry I and Richard II having been the only English kings married there. It was, however, the only build ng in Europe in which the corona tions and the burials of royal personages took

Edward the Confessor was the first king who was positively stated to have been buried there, and it was some time before his successors followed his example, for it was natural that kings should like to be buried in the churches they had founded. After noticing the burial places of several of the kings after Edward, and adverting to the fact that Westminster Abbey had been exclusively built by the crown, the Dean proceeded to mention the great alterations that were made in the original building by Henry III, who expended such large sums o money on the building that it was one of the main causes of his quarrels with the Parliament. It was the custom at that time, when rebuilding a church, to sweep away the previous structure, and that had been done by Henry with Edward the Confessor's Abbey at Westminster. The shrine, however, of the Con-

fessor was religiously preserved.

Henry III intended at one time to have been buried in the Temple Church, but as he grew older his attachment to the Abbey increased, and twenty years after his deata his body was deposited on the spot where his tomb is to be seen, but his heart was sent to Fontenoy, tue abbess of the convent there having laid claim to it, because Henry had once promised that he should be buried there. That was the last trace of the connection of English kings with Nor-mandy. Henry had made extensive arrangements for the burial of all the members of the royal family in Westminster Abbey, and he by that means so completely occupied the Confessor's Chapel that it afterwards became difficult to find room for the kings who desired to be ouried there. Edward ill brought into the Abbey the stone of Scoone, and from that time it became the place where all the kings of Eng

land were crowned. It had remained there ever since, with one remarkable except on
At the installation of Oliver Cromwell the stone was taken from the Abbey to Westminster Hall, that Cromwell might sit upon it while the ceremony was performed. The dean mentioned in succession the kings who had been buried in the Abbey, and noticed the arrangements that had been made for the placing of their coffins after the chapel of Edward the Confessor had been filled. Henry VI was very anxious to find a place where he could be buried in the Abbey, and it was proposed to him by the abbot to remove the body of Henry V; but to that he objected, saving, "He lies there like a noble prince; let him rest; I will not disturb him."

Henry VII built St. George's Chapel at Windsor, and a mausoleum for Henry VI; the Privy Council determined that as that king had expressed a wish to be buried in the Abbey, his body should not rest at Windsor, conse-quently Henry VII determined on building the chapel, now known by his name, as a fitting burial-place for his prefecesor. That was the object for which the chapel was built; but it is a doubtful question, after all, where Henry VI was buried. For many years past no royal personage had been interred in the Abbey, until on a recent occasion, when is received the body of the Duke de Montpensier, who, though Roman Catholic and a Frenchman, had desired have his last resting-place with the kings of

THE TOWER OF LONDON. In the evening, Mr. Hepworth Dixon lectured it the Jermyn Street Museum, "On the Tower set against the Tower of London he said, with its 800 years of historic life, its 1900 years of traditional fame, all other palaces and prisons appear but of yesterday. The oldest bit of palace in Europe, the borg in Vienna, is of the time of Henry III; the Krembn, in Mo cow, the Doges' Palazzo, in Venice, are of the Fourteenth Century. The Bastile is gone, and the Burgelto converted into a museum of ful acts. Vincennes, Spandau, Spilberg, Madge-burg, all are modern in comparison with the all in which Ralph Flambard, our unruly Bishop of Durham, was confined so long ago as

1100, the time of the first crusade. Avoiding the ground trodden in the various special natories and guide-books, Mr. Dixon devoted himself more especially to the most prominent of the personages who as royalty, nests or prisoners, had resided within its walls beginning with Henry III, who was fond of living in the Tower, and spent a good deal o money in building new works, to the great annoyance of his people, in whose eyes it was the refuge and weapon of a tyrant. It was, however, in the excellent selection of teiling neidents that Mr. Dixon was most successful Take Sir Henry Wyat as an example. Wyat was a Lancastrian in politics, and, under the reign of Richard III, spent not a little of his time in the Tower. The Wvat papers tell us:—"He was imprisioned often; once in a cold and narrow tower, where he had neither bed to lie on nor clothes sufficient to warm him, nor meat for his mouth. He had starved there had not God, who sent a crow to feed his prophet, sent this his, and his country's martyr, acat both to feed and warm him. It was his own relation unto them from whom I had it. A cat came one day down into the dungeon unto him, and, as it were, offered herself unto him. He was glad of her, laid her in his bosom to warm him, and by making much of her won her love. After this she yould come every day unto him divers times, and when she could get one, bring him pigeon. He complained to his keeper of cold and short tare. The answer was that "He durst not better it." "But," sald Sir Henry. it I can provide any will you promise to dr tt for me?" "I may, well enough," said he (the keeper), "you are safe for that matter." And being urged again promised him, and kept his promise, dressed for him, from time to time, such pigeons as his accutor

the cat provided for him. Sir Henry Wyat in his prosperity for this would ever make much of cats, as other men will of their spaniels or hounds; and, perhaps, ou shall not find his picture anywhere, ou like Sir Christopher Hatton with his dog with-out a cat baside him. The prisoner had tais initial cat painted with a pizeon in its paws, offering it through the grated windows of his dungeon. That picture is in the collection of nistorical portraits now on view in South Ken sington. In this way, sometimes as court, some times as prison, almost every noted room was peopled with speaking inmates, and the personal traits of many historic persons brought (orcibly

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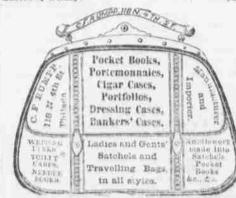
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nectation activity at \$50 P. M., arriving in Philadelphia \$10 P. M.

Sarket train with passenger car attached, leaves I bi adelphia at \$12.45 ocon for Rending an all way stations. Leav scheduling a \$1.3 A. M. and Downingtown at \$12.30 P. S., for Philadelphia and all way scale as All the above rains run daily, undays excepted. Funcay trains leave Poitsville at \$50 A. M. and Philadelphia at \$15 P. M. Leave Philadelphia for Reading at \$60 A. M. and Philadelphia at \$15 P. M. Leave Philadelphia for Reading at \$60 A. M. and \$1 P. M. T. L. Y. R. T. L. ROAD

Fasseniets for Downingtown and intermediate points take he 73 at d. S. S. A. M. and \$50 P. M. trains from Philadelphia, returning from Downingtown at \$35 A. M. and \$23 noon.

NEW YORK EXPLESS FOR PITTSBURG AND THE New York Exphess for Pittsburg and the West Leaves New York at 9 A M., and 800 P M. passing Leading at 145 and 1153 A. M and 148 P M., and connecting at Harrisburg with Penns; vania and Nor hern outral Bailroad express trains for Pittsburg. Calcago Williams; ort Himra. Pattimore etc. 1 (then 14, express train e. ves Harrisburg on strival of the Pittsburg in express from Pittsburg, at 3 and 545 A M. and 1130 P M., and arriving in New York at 10 A. M and 245 P. M. Seeping cars accommany these tains through between Jersey (ity and Pittsburg, with out change.

10 A. M and 245 P. M. Seeping cars accommany these talns through between Jersey (ity and Pittsburg, with out change.

10 P. M. Mai train for New York leaves Harrisburg at 210 P. M. Mai train for Barrisburg leaves Sew York at 12 M. SCHUYIK (LL. VALLIY RAILROAD)

Trains leave Poissville at 7 and 11 30 A. M., and 7 is P. M. letus ing from "amaqua at 735 A. M. and 140 and 415 P. M. letus ing from "amaqua at 735 A. M. and 140 and 415 P. M. letus ing from "amaqua at 735 A. M. and 140 and 415 P. M. SCHUYIK (LL. AND SU-QUEHANNA RAILROAD. Transleave Auburn at 730 A. M. for Pinegrove and Estrisburg and 150 P. M. for Pinegrove and Tremont, eturnine from Harrisburg at 320 P. M., and from Tremont at 735 A. N. and 525 P. M.

Through first-class tokets and emigrant tickets to all the principal points in the North and West and Canada. he cilcwing tickets are obtat able only at the office O. S. 1 had Pfold. Transleave Principal Points in the North and West and Canada. he cilcwing tickets are obtat able only at the office O. S. 1 had Pfold. Transler No. 227 S. FOURTH street. Philadelphia, or of G. A. NICOLLS, General superint notent Feaching:

COMMUATION TICKETS.

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

MILEAGE TICKETS.

Good or reformics, he ween all points, \$52-50 each, for ismilies and firms.

EASON TICKETS.

For three, six, nine, or tweive months, for holders only to all points at reduced rates entitling themselves and wives to tickets at hal fare.

Existence of the principal sains good for Saulca. Sungay, and Monday at reduced fare to be had in visit the licket Office at THILTE/NTh and CAL
THEIGHT.—Goods of all descriptions forwarded to all the above boths from the comony's new Freight Lepot, BROAD and Will LOW Streets.

FEI EIGHT.—Goods of all descriptions forwarded to all the above boths from the comony's new Freight Lepot, BROAD and Will LOW Streets.

FEEGHT.—Goo.'s of all descriptions forwarded to all the above points from the company's new Freight Lepot, BROAD and WI: LOW Streets.

FRE.GH: TRAINS
Leave Philade phia cally at 5 35 A M., 12:45 noon, and 4:
M. for Kending Lebanon. Harrisburg, Pottsville Fort clinton and all points beyond.

MAILS
Cose at the Fhiladelphia Fost Office for all places on the teed and its branches at 5 A. M., and for the principal fations only at 3 15 P. M.

815

L HILADELPHIA, GERMANTOWN, AND NORRIS OWS RAILROAD On and a ter WFDNESDAY, May 16, 1866, 80 R GI RMANTOWN Cleave 101 specific 6 7 8,9, 10 11, 12 a. M., 1 2 3 16, 16 4, 5, 5%, 8 7 8 9, 10 11 2 P M Leave Germantown 6, 7, 7%, 8, 8 20 9, 10, 11, 12 a. M. 1 2 3, 4% 6 6 8 7 8, 9, 10, 11 P. M. The 8 2 cown train, and 3% and 5% up trains will no stop on the Germantown Iremeh. 1 2 3, 4, 4% 6 6 5 7 8, 9 10, 11 P. 51.

1 be 8 2 6 own train, and 3% and 5% up trains will no stop on the Germantown French.

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

Leave Germantown 8 \* M. 4 4, 6% 9% P. M.

1 E-NUT FILL RAILRO D.

Leave Philadelphia 6 8, 10 12 \* M. 2 354 5% 7, and 11 P. M.

Leave Chiesnut Hill 7 10 minutes, 8 940 11 40 A M.

1 40 3 40 5 40 6 40 8 40, and 10 40 minutes P. M.

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

Leave Philadelphia 9 10 minutes A. M., 246 6 40 and 12 minutes P. M.

Leave Philadelphia 9 10 minutes A. M., 12 46 6 40 and 12 minutes P. M.

Leave Philadelphia 9 10 minutes A. M., 12 46 6 40 and 12 minutes P. M.

Leave Philadelphia 6 8. 25 minutes, 11 65 A. M., 15, 16 5%, 658 8 85 minutes, and 118 P. M.

Leave Norristown 5% 7, 750 9 11 A. M., 15, 4% 6% 10 de P. M.

Leave Norristown 14 M. 1, 5% and 5 P. M.

Leave Norristown 2 A. M., 254 and 75 P. M.

Leave Norristown 2 A. M., 15 5 and 6 P. M.

Leave Norristown 2 A. M., 15 5 and 6 P. M.

Leave Norristown 2 A. M., 15 5 and 6 P. M.

Leave Norristown 2 A. M., 15 5 and 6 P. M.

Leave Norristown 2 A. M., 15 5 and 6 P. M.

Leave Philadelphia 6 8 35 minutes, 11 05 A. M., 15, 15 5%, 658, 845, and 15 P. M.

Leave Philadelphia 6 8 35 minutes, 11 05 A. M., 2, 5 5% 5% P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

Leave Philadelphia 9 A. M., 254 4 and 256 P. M.

S. P. M. ON SUNDAYS.
Leave Philadeiphia R. M. 12 23 4 and 7 % P. M.
Leave Manayurk 7 A. M. 12, 6 and 9 M. P. M.
W. S. WILLON, Central Superintendent.
Depot SINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD,—
Deno THIRD Street above Thompson.
For BETHLIBEM DOYLESTOWN MAUCE
HUNK EASTON WILLIAMSPORT and WILKES At 730 A. M. (Express), for Bethlenem. Allemown dauch (thank, Hazle on Williamsport, and Wilkes nre. A 3-39 P M (Express) for Bethlehem, Easton, etc-eaching Easton at 6-45 P, M. t 5 15 P, M. for Bethlehem, Allentown, Manol huns.

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 Lansda'e at 6:15 P. M.

White cars of the Second and Third Streets Line Cityassence t are run direct to the depot.

TRAL'S FOR PHILAPELPHIA.

Leave Bethlehem at 6:25 A. M. and 12:25 Noon, au
[5:15 P. M.

Leave Low estown at 6:40 A. M., 2:15 and 5:20 P. M.

Leave loy estown at 6 40 A. M., 3-15 and 5 30 P. M.
Leave loy estown at 6 40 A. M., 3-15 and 5 30 P. M.
Leave Landsdie at 5 00 A. M.
Leave Fort Washington a 10 5 A. M., and 2-15 P. M.
ON SUNDAYS.

Philadelphia for Beth enem 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.
Invanish Tickets must be produced at the ticket office at 12 M.
Bethlehem for BERKS Street.

ET.LIS CLARE. Agant. W EST JERSEY RAILROAD LINES, FROM toot of M'BKET Street (Upper Ferry) com-For t ape May, 9 A. M., Mail: 2 P. M., Accommodation: 4 P. M. Fast Express
For Br daeton. Sa em., and intermediate points, 8 A. W., and 3 30 P. M. For Miliville, and intermediate points, 8 A. M. and 2

P. M., Wcodbury Accommodation, 6 P. M. RFTUENING: Leave Cape May at 630 A. M., Mail; 9 A. M., Fast Ex-ress; 5 P. M. Express Leave Bridgeton T15 A. M. and 3 50 P. M. Freight 30 t. M. Jeave Salem 7 A. M. and 3:35 P. M. Freight 5:45 P. M. Leave Millville 6:55 A. M. and 6:38 P. M. Freight 11:03 A. M. Freight will be received at Second Covered Wharf selew Wainut street, from 740 A. M. until 5-99 P. M. hat received before 9 60 A. M. will go through the same Freight Delivery, No 228 S, DELAWARE Avenue J. VAN RENSSELAER, Superinten ent.

The West Jersey Funress Company will attend to all the usual branches of Euress basiness. A Special descriped accompanies each through train. Office No. 5 WALNUT Street Philadelphia.

1866-PHILADELPHIA AND ER'E RAIL, ern and Northwest Counties of Fennsylvania to the city of Frie on Lake Erie It has been leased and is operated by the Pennsylvania Railroad Company. TIME OF PASSENGER TRAINS AT PHILADEL PHIA. 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 Ex Leave Westward-Erie Mail, P. M.; Erie Express
Train 12 M.
Passenger cars run through on the Erie Mell and Express trains both ways between Philade phila and Krie
New York at S.A. M. arrive at Erie 930 A. M.
Leave New York at S.A. M. arrive at Erie 930 A. M.
Leave I rie at 445 P. M. arrive at New York 410 P. M.
Flet and Sleeping Cars on a l the night trains.
For information respecting passenger business, apply
at corner THIRTIE H and MARKET S reets Phila.
And for treight business, of the Company's Agents, 8.
Kingston Jr., corner Thirteenth and Market streets
Philadelphia; J. W. Reynolds, Erie; William Brown,
Agent N. O. R. Baltimore
H. H. HOUSTO, General Freight Agent, Phila.
H. W. GWINNER General Treet Agent, Phila.
A. L. TYLLE General Sup't, Williamsport.

RAILROAD LINES.

THUADELPHIA, WILMINGTON, AND BAL
TIMORE RAILEDAD,
TIMORE RAILEDAD,
TIMORE RAILEDAD,
TIMORE RAILEDAD,
TIMORE TABLE,
Commencing MONDAY, July 2, 1868. Trains will
leas of Depot corner of BROAD Street and WASHINGT'NA venue, as follows:
Express Irain at 4 18 A. M. (Mondays excepted), for
Builtinore and Washington Stopping at Chester. Wilmington Nevark, Elkton Northwart, Perryville, Havre,
de Grace, Aberdeen, Perryman's, Magnotia, Chase's and
Stemmer's Run
Way Wail Train at 8 15 A. M. (Sundays excepted), for
Beitmore, stopping at all regular stations between Phiindelphis and Baltimor.
Delaware Rairoad Train at 8 A. M. (Sundays excepted, for Princess Anne, Milford, and intermediate
stations. expired. for Princess Anne. Billiord, 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 hester, Claymost, Wilmirgton, Newsra, Fixton, Notheast, Perryville, Bavie de Grace, Aberdeen, Perryman's, Edzewood Magnolia, thase's, and Stemmer's Run. [1] ngton.

A gerengers by Boat from Ra timore for Portress Mon-ce Nortelk, City Point, and Richmond, will take the Taylorgers by Boat from Ba timore for For ress Monroe Noticia. City Point, and Richmond, will take the 1145 A M resin.

YILMINGTON ACCOMMODATION TRAINS.
Stopping at all Stations between Philadelphia and Wilmington.

Leave Philade phila at 9 A. M., 1236 4 28 6, and 1136 P. M. The 4'36 P. M. thain connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilminston at 30 7:15 and 9:30 A M., 4 and 6:30 P. M. The 115 A. M. train will not stop at stations between Chester and Philadelphia.

Trains for New Casile: eave Philadelphia at 9 A. M., 450 and 6 P. M.

Through ITAINS PROM BALTIMORE

Leave Wilminston at 11 A M. 4:36 and 19 P. M.

CHE-7-LE FO. PHILADELPHIA.

Leave Chester at 728, 7:55 10 14 and 1140 A. M., 4-43, 5-10, 7:26 and 10 36 P. M.

Express. 110 P. M. Express. 6:35 P. M., Express. 8:25 P. M., Express. 10 P. M. Express

SUNDAY TRAINS

Express Train at 4'15 A. M. Irain for Philadel phia

Express Train at 4'15 A. M. For Baltimore and Washlugion s'opping at bester, Wimin ton, Newark Elkton, Nor heart Perryvite Havre-de-Grace, Aberdeen,
Perr Ema's Magno ia, chase's, and stemmer's Run.

Night Extress 1 P. M. for Baltimore and Washington,
Accommodation Train at 1130 P. M. for Wilmington,
and intermediate stations.

BAL'I MORE. FOR PHILADE LPHIA.

Leave I slithnore at 8'25 P. M. stopping at Havre-deGrac, Perryville, and Wilmington, Also w ops at Elkous and Newark (to take passengers for Philadelpaia and
leave passengers from Washington or Baltimore) and
tester to leave passengers from Baltimore or Washington.

Accommodation T am from Wi mington for Philadel his and intermediate stations at 5 °0 '- M.

H. F. KENNEY, Superintendent. H. F. KENNEY, Superintendent.

I. CR. NEW YORK.—THE CAMDEN AND
Amboy and Phi acciphla and Trenton Raliroad
omigany's Lines.
FROM PHILADELPHIA TO NEW YORK
and Way Places, from Walnut Street Whaif, will leave
as iollows, viz:—
At5 A. M., via Camden and Amboy, Accommeda

1000.
32.28 

The 645 P. M. Line will run daily. All others Sundays executed At 736 and 41 A. M. 3 3:30 4:30 5, and 645 P. M. a. d. s. innight for bristol. remion. etc.

At 73 and 16 B. A. M. 12 M. 3 4 5 and 645 P. M. a. d. s. innight for bristol. remion. etc.

At 73 and 16 B. A. M. 12 M. 3 4 5 and 6 P. M. for Cornwe 1's Terradale Bioline-burg Tacony Wissinoming, Bricesburg and Franklord, and at 16 15 A. M. for Britsol. Schenck's, Eddington. and s. P. M. for Holmesburg and intermedia estations.

At 730 A. M. and 3:30 P. M. for Niagara Falls, Buffalo, Dunkink annancis, us. Flimina Ithisca Owego, Roches er Binghampion. Osweso, yracuse Great Bend, Montrose Wilkesparre Scianton St. oadsburg, Water Cap., I civicere, Paston, I smb riville slemington, etc. 7 he 3:70 1. M. Line cornects direct with the train leaving I aston for Mauch Chunk. Allentown, Bethie bem etc. tom etc. for Lambertville and intermediate stations.

DENNSYLVANIA CENTRAL RAILROAD .-DENNSYLVANIA CENTRAL RAHLROAD,

The Trains of the lennes venta Central Raproad
cave the Lenot at Thiry-orst and Market Street Paswhich is reached by the cars of the Market Street Passenjer Railway, turning to send from the Depot The
last car leaves From street about 30 minutes prior
to the denerture of each Thain.
On Sundays—Cars leave Eleven h and Market

which is reflect by the cars of the market street Passes enjer Hallway, tunning to and from the Depot. The last car leaves from street about 30 minutes prior to the denarture of each Trains.

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

Mann's Baggage a tapress will car for and deliver Baggage at the Depot. Or er lef at the Office No. 531 t Leanut street, will tocelve at ention.

Trains—Leave a for v.z.—

mail Train—Leave a for v.z.—

mail Train a for v.z.—

TREIGHT LINES FOR NEW YORK AND as the Stations on the CAMDEN and AMBOY and connecting Rai roads. INCAFASED DEFFATCH.

The CAMDEN ND AMBOY BEIGHT LINES TO NEW YORK AND EANSFOR ATION COMPANY BEIGHT LINES ON NEW YORK WILLIAMS ON THE CAMDEN STORM FOR THE TAMES OF THE PROPERTY OF THE PROPER N. H.—Increased taci itles have been made for the ransportation of live stock. Drovers are invited to try the route. When spock is surnished in quantities of two carlonds of more it will be derivered at the foot of Fortie h spect near the Brove Yard or at Pier No. I. North Biver as the shippers may designet at the time of shument.

f sh) ment.
Fur terms, or other information, apply to
WALLEE FRELD AN Freight Agent,
No. 226 S. DELA WARE Avenue, Phi adecohia ORANGE AND ALEXANDRIA RAILROAD,

RANGE AND ALEXANDEIA RAILROAD.

On and after MONDAY February 12 two daily mains will run between Washington and L nenburg, connecting at Gordensylle with Virwing Central Railroad drains to and from Richmond as 10 lows:

Leave Washington daily (cunday exc pted), at 6\*46 M. and arrive at Lynchburg at 6\*65 P. M. Leave Lynchburg at 7 A. M. and arrive at Washington at 5 26 F. M. EXPRESS TRAIN

Leave Washington daily including Sunday) at 6\*05 P. d. and arrive at Lynchburg at 6\*00 A. M. Leave Lynchburg at 7 A. M. and