## THE GREAT PAMINE IN INDIA

Appalling Scenes. Calcutta Correspondence (July 31) London Times, I started from Midnapore, a civil station, about seventy miles southwest of the capital, on the n erning of the 20th of June, and and hardly proceeded some seven niles when commenced the painful sights which, varying only in intensity, continued until I again returned to this place. Bain had fall in heavily during the night, and the palki men were trudging slowly through the mud, when, a little after daybreak, I saw two bodies under a tree. As there seemed to be a slight motion in one, I alighted, and on going up to it found, covered under an oil cloth, with just a spark of life lett in him, an old man slowly dying from hunger. He appeared as it he had a thin piece of transparent india-rubber tightly drawn over his skeleton frame, so ema-ciated had he become. I gave him some beer, and he slowly saltered out his tale of woe.

He said that he and his companion had left their homes, after seeing their family die from the effects of cholera or famine, and had got thus far on their journey towards Midnapore, hoping to get relief there, when one, struck by damp and hunger, dies on the road under a tree and the other wakes to find his friend a corpse and himself, exhausted and drenched by the and himself, exhausted and drenched by the heavy rains that had fallen during the night, unable to move. The dogs and lackals feast off the body, while this living skeleton but a few paces off is powerless to prevent them. He faintly begs from the passers-by, but in vain. Hunger is grawing their vitals also. They all turn a deal ear to his cry. The beer seemed to revive him, and I went to my palki to get some biscuits, but returned to had the poor sufferer in a state of come and in a few minutes be was a state of coma, and in a few minutes he was dead. The half-picked body or his companion attested his tale. I continued my journey, passing at intervals the dead as they lay unburied and in every stage of decomposition on the aide

Sometimes I would see a cluster together. In one place there were twenty-two bodies within the space of half a mile; in another six, close together; all more or less mangled and torn by jackals, dogs, and vuitures. Pushing my way through the jungle and over paddy fields, often obliged to swim sundry streams swollen by the late floods, in one of which my palk! was upset, I traversed 120 miles of country, when I reached the house of a Mr. Falls, an assistant in Messrs. Watson & Co.'s indigo concern here. That gen-tleman informed me that a woman had died by the roadside, and that a living child was said to be at her breast. He sent out his servants, who be at her breast. He sent out his servants, who returned saying that they had found the corpse and the child, but the mother's arm clasped the latter so tight that in bending it back, stiff and cold, it broke. They say that the living and the dead had been thus linked together for two days; at any rate, the poor little infant, exhausted by exposure and want, died as it was being released

The above gentleman and myself were travel-ling through a dense jungle. Miles away from any human habitation, we perceived a famished pative, of the Sonthal tribe, lying on the ground he had thrown himself down to meet certain death; but a little brandy rekindles the vital spark, and, loth to leave him to be a prey for the jackal and leopard, we have him placed on the roof of a palki. The palki-bearers, however, refused to budge an inch, saying that their cas would be gone. "Snaviler in modo" is tried, but "no go;" "fortiler in re" then came into play. They murmured, looked at the palki, asked for a bottle of grog, and then trudged along with their tipsy burden. The braudy had been too strong for him. I am glad to add that in twenty-four hours after this the burden was walking about. The misery entailed by the famine has brought out all the worst quali ties of the lower class of natives. As a rule, affectionate and fond of their homes, they have in too many instances fled, leaving their wives and families to starve ; as an eye-witness in two cases where nobler feelings held their sway, I here record them:—A woman, with her three young children, crawle into a planter's house just as luncheon was being carried from the table; she begs for the remains of the curry and rice, which are at once taken out into the verandah and placed before her. Without attempting to eat, she quietly seats the three children round the dish, who in a few minutes demolish its contents, and although the mother is wasted to a skeleton, yet mumbling her thanks, she tuns away grateful that her offspring have been fed, even while she herself still hungereth. In another village we met a little girl and her mother, lying under a mango tree. Both were faint from hunger; they had been trying to keep life together by feed

ing on snails picked out of ponds, berries, and lizards, where they could obtain them, but daily feeling weaker, they had sunk down under a tree, awaiting a lingering death. We got some boiled rice and put it before them. The younger is the stronger; the mother is too weak to raise herself. Although the child's big eyes flashed with a hungry gleam, yet her little hands, well filled, first seek the mother's mouth, and not until half the rice is thus gone does she herself eat. It is impossible to judge of the numbers that have died from actual want, as no returns are kept; but taking the three districts of Bala sore, Cuttack, and Midnapore, I should say quite 1200 a day. In Balasore large plague pits have had to be dug near the towns to receive the bodies of those found dead near their precincts, but in too many instances the bodies are left to rot on the roadside.

OCEAN TELEGRAPHS.

Seven More Telegraph Cables Projected. The Journal of Mining says:- "Since the last issue of the Journal of Mining announcement has been made of the successful junction of the lost cable of 1865 with Heart's Content—so that two great telegraphic nerves how unite Great Britain to America. No excitement followed that announcement, because we suppose public mind has been too much agitated by politics to care about anything else, but we believe the importance of this success is none the less appreciated, as well by those who in consequence thereof will save money in the duced rates charged for messages, as by that larger class who gam by reading in their news-paper every morning at breakfast a larger modicum of European telegraphic news. Hence, we have thought that some mention of other deepsea cable projects will prove acceptable to our readers. So far as we can ascertain there are no less than seven of them.

"First. Is that of the American Atlantic Cable Telegraph Company; capital \$10,000,000, in shares of \$1000 each; President, W. S. Worl; office, 37 New street and 38 Broad street. The route proposed is from Cape Charles (opposite Fortress Monroe) to the Bermudas—six hundred and seventy-seven miles; thence to the Azores eighteen hundred miles; and thence to Lisbon in Portugal, seven hundred and fifty miles. The advantages claimed by Mr. Worl, the projector, for this route are—that the cable can be laid in three sections, so that in case of accident to one section the other two would remain intact; that shipping stations at the Azores and Bermudas would be established, where masters of vessels could be placed in communication with their owners; that the business of these stations alone would pay handsomely; and that such stations would enable the line to be worked with fourfold the rapidity of a single cable. The company have not yet decided as to the particular class of cable they will lay down, but we should not be surprised if one of the Bishop deep sea cables were adopted.

"Second. The Ocean Telegraph Company (limited), of Eugland; capital, £600,000, in shares of £20 each, with power to increase; of which Thomas Allen, electrician and engineer, is the promoter. The route proposed is from Fal-mouth, England, one thousand two hundred and forty miles, to the Azores, and thence about the same distance to Halifax, Nova Scotia. The cable for this line (invented by Mr. Allen) is already contracted for and being made. It is a copper wire conductor, surrounded by small steel wires (instead of a steel wire surrounded small copper wires, as in Mr. Bishop's cables, e whole enveloped in gutta percha and coved with tarred canvas. The Allen cable is five-eighths of an inch in diameter, and will weigh in the ship nine and a ball hundred-

weight per knot.
"Third, The North American Telegraph Com-pany (limited). This is another English com-pany. The route proposed is from Scotland to

the Faroe Islands, 250 miles; thence to Iceland, 240; to east coast of Greenland, 743; to Labrador, 507; to Canada, 210. There will be two cables, sixty miles apart, laid by this company the whole submarine distance. It is stated that the water in mid ocean is very deep, hence danger from icebergs will only be encountered near shore. It is calculated that messages will be sent by the line at the late of the control of the cont be sent by this line at half a crown (say 90 cents

"Fon-th. The Western Union Company of America; what is generally known as the Russo-American line. This company's cable is to be laid from Russian America to Asiatic Russia (across Behring's Straits), via some small islands about half-way between the two continents, The land lines are and have for two years been in process of erection. Already it has been erected for seven hundred miles north of New Westmin-ster, British Columbia, and by the end of this year eight hundred miles more will be done. In Asiatic Russm the line is also being pushed with commendable energy. The American, Russian, and British Governments lend every facility to those encaged in this great enterprise, and all material for the company is everywhere admitted

duty free,
"Fitth A French line via Lisbon, Madeira,
Canary Isles, Cape Verde Isles (with brauch to the Senegal river in Africa), across the Atlantic Ocean to Cape San Roque in Brazil, and theuce to Cayenne in French Guisna, is also on the taps. From Cape San Roque land lines will doubtless run to Rio Janeiro, and to all parts of South America.

Sixth. International Ocean Telegraph Com pany, projected by the renowned Major-General William F. ('Baldy') Smith, office, No. 41 Wall street. This line has just received a concession from the Spanish Government. The route for this cable is from the mainland of Florida by way of the islands of Sandy Key and Key West to Cuba, the distance between the two latter being only 87 miles; thence to St. Domingo, thence to Porto Rico. Also from Cuba to Jamaica and thence to the Isthmus of Panama. The organization of this company is: -General William F. Smith, President; Alexander Hamil-Vice-President; Alfred Pell, Jr., Secre-Alexander Hamilton, Cambridge Livingston, Charles Knap, O. K. King, James A. Scrymser, Alfred Pell, Jr., Maturin L. Delafield, William F. Smith, and William T. Blodgett. While speaking of this cable it may be well to mention hat, under the auspices of ex-President Murillo of Colombia, several hundred miles of telegraph wire were projected and are now partially completed across the lofty Andes—at one point in the crossing of which the wires will be thirteen ousand feet above sea level! A grand chain of telegraphs running from Patagonia up on both sides of South America to Columbia, and from Behring's Straits down through Russian America, British America, Washington Terri-tory, Oregon, California, Mexico, and the Cen-tral American Republics, will doubtless connect with this line as well as with the Russo-American

"Seventh, A line from New Zealand and Australia, running from island to island of the Sunda Group to Singapore, thence connecting with the line of telegraph running from the East Indies to England. When the American line is completed, a land branch through China and Cochin-China to Singapore, will also probably be constructed. Several of those companies were organized, or partly so some time ago, but the successful laying and working of the two great American telegraph cables has given them an impetus never before experienced.

A Question of Orders.-A correspondent of the London Church Review proposes the reception of dissenters into the Church in whole denominations, allowing them to retain their peculiari-He sees no reason why there may not be Methodist or Baptist orders in the Church of England, just as there are orders of Dominicians, Passionists, etc., in the Church of Rome.

WAR DEPARTMENT, SURGEON-GENE-RAL'S OFFICE,
WASHINGTON, D. C., August 10, 1866
An Army Medical Board, to consist or Brevet
Colonel J. B. Brown, Surgeon, U.S. A., President;
Brevet Lieutenant-Colonel H. R. Wirtz, Surgeon, U.
S. A.; Brevet Lieutenant-Colonel Anthony Heger,
Surgeon, U.S. A.; and Brevet Major Warren Web-DEPARTMENT, SURGEON-GENE meet in New York city on the 20th of September, next, for the examination of candidates for admis-sion into the Medical Staff of the United States

sion into the Medical Staif of the United States Army.

Applicants must be over 21 years of age, and physically sound.

Applications for an invitation to appear before the Board should be addressed to the Surgeon-General, United States Army, and must state the full name, residence, and date and place of birth of the candidate. Testimonals as to character and qualifications must be furnished. If the applicant has been in the Medical Service of the Army during the war, the fact should be stated, together with his former rank, and time and place of service, add testimonials from the officers with whom he has served should also be forwarded. No allowance is made for the expenses of persons

undergoing the examination is it is an indispensable prerequisite to appointment.

There are at present sixty vacancies in the Medical Staff, forty-six of which are original, being created by the Act of Congress approved July 28, 1866 JOSEPH K. BARNES. 8 11 amw29t Surgeon-General, U. S. A.

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Bullmore and Washington, Stepsing at Chester, Wilmington, Newark, Elition Northeast, Perry ville, Havre,
de Grace, Aberdeen, Perry man's, Magmoim, Chase's and
Supmore's Ron. way Mail Train at 8.15 A. M. (Sundays excepted), for all unions, stopping at all regular stations between Phiselphia and Baltimore,
Delaware Reilroad Train at F. A. M. (Sundays excepted), for Princess Anne, Millord, and intermediate Express Train at 11-65 A. M. (Sundays excepted), for Estimete and Washington.

Express Train at 3 P. M. (Sundays excepted), for Baltimore and Washington slopping at hesior, Claymout, Wibnington, Nuwark, Sikton, Northeast, Perryville Havre de Grace. Aberdeen, Ferryman's, Edgewood, Magnolia, Chare's, and Stemmer's Eun 1.

Night Express at 11 P. M., for Baltimore and Washington. Pawengers by Boat from Baltimore for Fortress Mon-oe, Norick, City Point, and Bichmond, will take the

Pawengers by Boat from Baltimore for Fortress Monroe. Nortalk City Point, and Elchmond, will take the
1145 A. M. train.

WILMINGTON ACCOMMODATION TRAINS.
Storping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 9 A. M., 12 20, 4 20, 8, and 11 30
P. M. The 8 30 P. M. tain connects with Delaware
Baltroad or Barrington and intermediate stations.
Leave Wilmington at 6 30 7 15 and 9 30 A. M., 4 and 6 30
P. M. The 13 A. M. train will not atop at stations
between Chester and Philadelphia
Trains for New Castle issue Philadelphia at 9 A. M.,
4 30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORE
Leave Chester at 12 2, 125, 134 14 and 1240 A. M., 4 45.
b:10, 7 25, and 10 30 P. M.

Leave Chester at 12 2, 125, 134 14 and 1240 A. M., 4 45.
b:10, 7 25, and 10 30 P. M.
Express 1 10 P. M. Express, 6 30 P. M., Express, 8 25
P. M., Express
TRAINS FOR BALTIMORE
Leave Chesterat 4 40 and 8 34 A. A. and 3 38 P. M.
Leave Wilmington at 6 23 and 9 33 A. M. and 4 15 P. M.
Freight Trains with Passenger Cars attained will leave
as follows:— Wilmington for Ferry wille and untermediate
stations at 6 05 P. M. Baltimore for Havre de Grace and
intermediate stations at 4 45 P. M. Perrywille for Wilmington and intermediate stations at 4 45 P. M. Perrywille for Wilmington and intermediate stations at 4 45 P. M. Perrywille for Wilmington and intermediate stations at 4 45 P. M. Perrywille for Wilmington and intermediate stations at 4 45 P. M. Perrywille for Wilmington and intermediate stations at 4 45 P. M. Perrywille for Wilmington and intermediate stations at 4 45 P. M. Perrywille for Wilmington and intermediate stations at 4 4 5 P. M. Perrywille for Wilmington and intermediate stations at 4 4 5 P. M. Perrywille for Wilmington and intermediate stations at 4 4 5 P. M. Perrywille for Wilmington and intermediate stations at 4 4 5 P. M. Perrywille for Wilmington and intermediate stations at 4 4 5 P. M. Perrywille for Wil-

ephia.

SUNDAY TRAINS.

Express Train at 4-15 A. M. for Baltimore and Washington, Stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville. Havre-do-Grace, Aberdeen, Perry more. Magnola, cnase v, and Stemmer's Run.

Night Express, 11 P. M. for Saltimore and Washington Accommodation Trein at 11-30 P. M. for Wilmington and Intermediate stations.

Night Lapres. It Accommodation Trein at 11 20 P. M. for Wilmington and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Festimore at 8 25 P. M., stopping at Havre-de Grac, Terryville, and Wilmington, Also stops at Elkina and Kewark (to fake passengers for Philadelphia and leave passengers from Washington or Battimore) and Chester to leave passengers iron Baltimore or Washington. ommodetion Tram from Wi mington for Philadel Accommodation Train from Wilmington for Philade; phis and intermediate stations at 6.70 P. M. 116 H. F. KENNEY, Superintendent.

TOR NEW YORK.—THE CAMDEN AND Amboy and Phi acelphia and Trenton Railroad ompany's labes.
FEOM PHILADELPHIA TO NEW YORK and Way Places, from Wainut Street Whatf, will leave as follows, viz:— RAES A. M., via Camden and Amboy, Accommoda 82 25 1161. At 8 A M. via Camden and Jersey City Express. 340 At 8 A M. via Camden and Amboy Express. 340 At 6 P. M. via Camden and Amboy Accommodation 225 At 6 P. S. via Camden and Amboy Accommodation 225 Lt 6 P. S. via Camden and Amboy Accommodation. 

excepted. At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, and 6:45 P. M a d At 7:50 and 11 A. M., 3, 3:39, 4:30, 5, and 6:45 P. M. a. d. b. ionight, for Bristol: Trenton, etc.
At 7 and 10:10 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 7:50 A. M., and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk Cauandsigua, Fluira, Ithaca, Owego, Rochester, Binghampton, Oswego, syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stioudsburg, Water Gap, Eelvidere, Laston, Lambertville, Fluinington, etc. The 2:30 F. M. Line connects direct with the train leaving Easton for Maueli Chunk, Allentown, Bethle bem, etc. hem. etc. At 5 F. M. for Lambertville and intermediate stations. June 1, 1868. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. The Trains or the Pennsylvania Central Railroad cave the Depot. at Thirty-first and Market streets, which is reached by the cars of the Market Street Pasenger Railway, running to and from the Depot. The ast car leaves Front afreet about 30 minutes prior the departure of each Train.

On Sundays—Cars leave Eleventh and Market 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.:—

DREIGHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND san the stations on the CAMDEN and AMBOY and connecting Rairroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILEOAD AND THANSFORTATION COMPANY SERIGHT LINES for New York will issue WALNUT Street Wharf at 6 o'clock P. M. daily (Bundays excepted).

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

Returning, the above lines will leave New York at 12 neon, and a sand S.P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belv dere. Belaware and Freight the Burlington and Mount Holly Railroads, received and torwarded up to 1 P. M.

The Belvidere De aware Relivoad connects at Philipsburg with the Lehigh Valley Bailroad, and at Manualeschunk with all points on the Delaware, Lackswaina, and Western Railroad, forwarding to syracius, Buffalo, and other ocints in Western New York.

The New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the New Jersey Central Railroad, and at Newark with the Newis 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 iscilities have been made for the N. B.—Increased iscilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is inraished in quantities of two carloads or more. It will be delivered at the foot of Fortisch street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time offshipment.

For terms, or other information, apply to WALTER FREED AN, Freight Agent, No. 226 S. DELAWARE Avenue, Philadeiphia ORANGE AND ALEXANDRIA RAILROAD. ORANGE AND ALEXANDRIA BAILROAD.
On and arer MONDAY, February 12, two daily trains will run between Washington and Linchburg, connecting at Gordonsyrie with Virginia Central Radroad trains to and from Richmond, an follows:

MAIL TRAIN.

Leave Washington daily (bunday excepted), at 6.49 & M., and arrive at Lynchburg at 2.45 F. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5.26 F. M.

EXPEESS TRAIN.

Leave Washington daily (Including Sunday) at 6.05 F.
M. and arrive at Lynchburg at 6.40 A. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5.10 A. M.

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

First-class siscepths care attached to the pight trains.

The road is attractive, not only for the comportable accommodations, but for the fact that it passes the new historin localities of Fairfax, Bull Run, Manasses, Bristoe, Catisti's, Rappahamock, Culpspor, Orange, and Gordonsville, places of imperiabable interest in the popular mind.

Through tickets to all points South and Sauthwest may be had in Boston, New York, Philadelphia, and Baitimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at the charter of the road in Washinston Baltimore and at t

RAILROAD LINES. READING RAILROAD

ROM PHILADELPHIA TO THE INTERIOR OF

PENESTLVANIA THE SCHEIVARHA, SURGUE

HANKA THE NORTH, NORTHWEST, AND TERM
CANADAS.

SUMMER ARRANGEMENT OF PASSENGER

TRAINS, June 4, 1866.

Leaving the Company's Depot, at THIRTEENTH as

CAILOWHILL Streets, Philadelphia, M, the follow a

hours:

MONNING ACCOUNTS.

CALLOWHILL Streets, Philadelphia at the follow a hours;—

MOENING ACCOMMODATION.

At 7:20 A. M. for Reacing and intermediate Statio.

At 7:20 A. M. for Reacing and intermediate Statio.

At 0:15 A. M. for Reacing and intermediate Statio.

At 0:15 A. M. for Reacing and intermediate Statio.

At 0:15 A. M. for Reacing Leannen, Harrisburg, Pet. Ville. Pinestove Tomacus. Surbury. Williamspoelinits. Rochester Ninears Falls, Buffalo. Adestow Wilkesbarte. Fitiston, York, Carliste, Chambersburg. Hagerslown, etc. sto.

This fruin connects at READING with East Penephylvania Rallinian trains for Allendown, etc., and the Lebant of Valley train for Harrisburg, one, at Policy Called With Northern Central Cumberland Valley, and Schuykill and Susquehama trains for Northumbertand, Williamsport, York Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 230 P. M. for Reading Pounville, Hastraburg etc., counsecting with Roading and Celumbia Bairoad trains for Columbia, etc.

EFADING ACCOMMODATION.

READING ACCOMMODATION.

Returning, leaves Philadelphia at 5:00 P. M.; arrives in Reading at 25:5 P. M.

Trains for Pinhadelphia leave Harrisburg at 8:10 A. M. and Petraylle at 8:45 P. M. arriving in Philadelphia at 1:40 P. M. Attendon trains leave Harrisburg at 2:42 P. M. Petraylle at 245 P. M., arriving in Philadelphia.

BARNESSURG ACCOMMODATION.

Leaves Reading at 1:30 A. M. and Harrisburg at 4:40 P. M. Connecting at Reading with Attendon Accommodation south, pt 6:30 P. M., arriving in Philadelphia.

Bartes Reading at 1:30 A. M. and Harrisburg at 1:40 P. M. Connecting at Reading with Attendon Accommodation and high passenger car stracted, leaves Philadelphia at 1:45 neon for Reading and all way stablocation south, at 6:30 F. M., acriving in Philadelphia 9 10 P. M.

Surket train, with passencer car attacted, leaves Philadelphia at 12 45 neon for Reading am all way stations. Leaves itending 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 Potsville at 8:00 A. M., and Philadelphia at 3:16 P. M. Leave Philadelphia for Ressling at 8:00 A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILEOAD.

Passengers for Downingtown and Intermediate points take the 7:30 and 8:15 A. M. and 8:10 P. M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. and 12:35 neon.

And 17-28 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE Leaves New York at 9 A. M., and 8-60 P. M., passing Reading at 17-5 and 11-52 A. M. and 1-48 P. M., and connecting at Harrisburg, with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicage, Williamsport, Elimira, Railtimore, etc.

Returbing, express trains for Pittsburg, on wirived of the Pennsylvania express from Pittsburg, at 2 and 9-60 A. M., and 9-55 P. M., passing Reading at 4-55 and 16-52 A. M., and 18-55 P. Septing cars accommany these trains through between Jersey City and Pittsburg, with out change. out change.

A mail train for New York leaves Harrisburg at 2:10 P.

M. Mail train for Harrisburg leaves New York at 12 M.

SCHUTLKILL, VALLEY RAILROAD.

Trainsfeave Fortaville at 7 and 11:30 A. M. and 148
P. M., returning from Tamaqua at 7:35 A. M. and 140

P. M., returning from Tunnaqua at 735 A. M. and 1 v. and 415 P. M.

SCHUYLKILL AND SUNQUEHANNA RAILBOAD.

Trains leave Auburn at 759 A. M. for Pinegrove and Harrisburg, and 150 P. M., for Pinegrove and Tremont, returning from Barrisburg at 250 P. M., and from Tremont at 735 A. M. and 525 P. M.

TICKETS

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

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

Street, Philadelphia, or of G. A. BALONAL Street, Philadelphia, or of G. A. BALONAL Superintendent, Beachng:

COMMUTATION TICKETS

COMMUTATION TICKETS

AND THE STREET S.

Good for 2000 miles, between all points, \$52.50 each, for families and firms

SEASON TICKETS.

SEASON TICKETS.

families and firms

SEASON TICKETS,

For three, six, nine, or tweive 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.

EX. URSION TICKETS

From Philadelphis to principal stations, good for Saturday, Sunday, and Monday, at reduced date, to be had enly at the Ticket Office, at THINTEENTH and OALLOW HILL 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 Resating, Lebanon, Harrisburg, Pottaville 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.

THILADELPHIA, GERMANTOWN, AND ON AND STATIONS ONLY AND STATIONS ON A STATIONARY OF THE PROPERTY OF THE PROPERY

ard 8 P M. train will stop at School Lane, Wissa; hickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.

Leave Philadelphia 9 A. M., 15 54, 4 and 75 P. M.

Leave Norristown 7 A. M., 1, 54, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 835 minutes, 11 03 A. M., 116, 45, 556, 656, 858, and 118 P. M.

Leave Manayunk 65, 75, 820, 95, 115, A. M., 2, 5, 656 858 P. M.

ON SUNDAYS. ON SUNDAYS.

Leave Philadelphia S.A. M., 28, 4, and 78 P. M.

Leave Manayunk 78 A. M., 18, 6, and 88 P. M.

W. S. WILSON, General Superintendent,

[Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD. Depot THIRD Street, above Thompson.

FOR BETHLEHEM, DOYLESTOWN, MAUOR CHUNK, EASTON, WILLIAMSPORT, and WILKESS 1730 A. M. (Express), for Bethlehem, Alleutown. ob Chunk, Hasleton, Williamsport, and Wilkerbarre.
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, Manch

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

For Doylestown at 835 A. M., 230 and 4-15 P. M.

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

For Lansdate at 5-15 P. M.

White care of the Second and Third Streets Line Oity

Passenger Cararun direct to the despot.

TRAINS FOR PHILADER, PHIA.

Leave Bethlehem at 6-25 A. M. and 12-25 Noon, and

15 P. M.

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

Leave Landale at 6-60 A. M.,

Leave Fort Washington at 10-56 A. M., and 2-15 P. M.

Philadelphia for Bethlehem at 9-2 A. M.,

Philadelphia for Bethlehem at 2-30 P. M.

Doylestown for Philadelphia at 7-30 P. M.

Bethlehem for Philadelphia at 7-30 P. M.

Bethlehem for Philadelphia at 7-30 P. M.

Bethlehem for Philadelphia at 7-30 P. M.

Through Tickets must be procured at the ticket offices.

THIRD Street, or BERKES Street.

TALEST JERSEY HALL ROAD LINES. PROSE

W 100t of MARKET Street (Upper Forty), com-mencing TUESDAY, August 28, 1886 8 A. M. Mail for Bridgeton, Salem, Millville, and aff 8 A. M. Mall for Bridgeton, Salem, Millville, and all intermediate stations.
3 P. M. Mail for Cape May, stopping at Woodbury and Glassboro, and all stations beew Glassboro. Due at Cape Bay, 700 P. M.
3:30 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.
6 P. M., Woodbury Accommodation.
Freight will be received at Second Covered Wharf below Walnut street, from 7:00 A. M. until b:00 P. M. That received before 9:00 A. M. will go through the same day.

That received before 9 00 A. M., will go through the same day.

Preight Delivery, No. 228 S. DELAWARE Avenue.

The West Jersey Fapress Company will attend to all the usual branches of Express business. A Special dessenger accompanies each through train. Office, No. 5 WALNUT Street Philadelphia.

RETURNING TRAINS.

Leave Cape May at 8-00 A. M., wall, stopping at all Siations on C. M. & M. B. R., and Vineland, Glassbore, and Woodbury. Due 11 37A. M.

Leave Bridgeton, 7 15 A. M. and 3-30 P. M.

Leave Salem I A. M. and 3-35 F. M.

Leave Millyille 253 and 9-44 A. M. and — P. M.

J. VAN RENSSALAER, Superintendent, West Jersey, Salem, and Cape May, and Millyille R. Re.

West Jersey, Salem, and Cape May, and Milville B. Rs.

1866 - PHILADELPHIA AND ERIE RAIL

ROAD.—This great line traverses the Northern and Northwest Counties of Femmylvania to the
City of Eris. on Lake Eric. It has been leased and is
operated by the Fennav vania Railroad Company.

Time Of Parses Riche Trains AT PHILADELPHIA.

Arrive Eastward—Eric Mail Train, 7 A. M.; Eric Express Train, 1 F. M.

Leave Westward—Eric Mail, 9 P. M.; Eric Express

Train 12 M.

Fassenger cars run through on the Eric Mail and Express trains both ways between Philadelphia and Eric.

NEW YORK CONNECTION.

Leave Rew York at § A. M., arrive at Eric 9-20 A. M.,

Elegant Sleeping Cars on all the night trains.

Eor information respecting passenger business, apply
at corner Philitelff and Maik Et Sirects. Phila.

And for reight business, of the Company K. gents, 8.

B. Kington Jr., corner Thirteenth and Market streets.

Philadelphia: J. W. Reynolds, Eric: William Brews,

Agent N. O. B. B., Baltimore.

E. F., HOUSTON, General Freight Agent, Phila.

A. L. TYLER G. eral Su. Williamspore.