### INTERESTING ITEMS.

How They Make Lager Beer.—There are two kinds of lager beer made—one for winter use and the other for a summer drick. That made for winter use requires less time in brewing, and can be put in market as soon as brewed, while months. Lager beer is made from mait and hops, and can only be brewed in the cold winter months. In the fall of the year the malt is pur-chased, and stored away until about the 1st of December. It is then placed in large mash-tubs, and soaked for some time in cold water. When sufficiently softened and swelled, warm water is added, and the temperature of the water increased gradually until the whole mass is almost poiling. This process extracts all the saccharine matter from the mait, leaving of the grain nothing but the 'holl." This liquid is called wurt. From the mash-tubs the liquor is drawn into huge kettles, where nops are added, and the whole mass boiled for two hours. It is then carried to the coolers, which are simply immense sheet-from pans, generally placed in and occupying the whole of the upper floors of the browers. The beer is poured into these pans to the depth of two or three inches, the windows and doors of the building being thrown open, and the liquor thus speedily cooled. It is then drawn off into huge fermenting tubs, where a little yeast is added to facilitate the fermentation. Here the beer remains from six to twelve days, according to the temperature of the atmosphere, until it has worked off all impurities. The beer then, in its purified state, is drawn into large tanks, holding from twenty to thirty barrels, and stored away in immense cellars for summer use. The process of manufacturing laper beer occupies about one month, after which it requires to stand about four months before it is ready for use.

The City of London.-The inhabitants of the city proper are year by year decreasing. Fu 1851, for instance, there were 129,128 inhabi-tants residing within its boundaries; but this number had declined in 1861 to 113,387, and probably in 1871 the population of the most re-nowned commercial city in the world will not exceed 100,000, or less than the number of people living in Kensington. The army of people, principally male, that moves on the city every morning is perhaps unparalleled in num-ber by any human tide that has ever moved diurnally in any city in any age of the world. The difficulty of dealing with such a vast influx, pedestrian and vehicular, is increased in consequence of the narrowness of the streets within its area. These, it is true, constitute about twenty-five per cent. of its entire area, nine hun-dred and thirteen public ways traversing it in every direction; but of these one hundred and ninety-four have sufficient width for one line of vehicles only, and one hundred and seventyfour in addition are without thoroughfares. Thus it will be seen that upwards of two-thirds of the city streets are incapable of carrying any considerable stream of vehicular traffic at all. There are only eighty-six which admit of two lines of vehicles and sixty-eight which admit of three or more. But practically the main stream of people coming into the city in the morning find their way along two lines. Fleet street and Newgate street, the two thoroughfares mingling at Cheapside, and coming in a dead lock throughout the greater part of the day at the Poultry. The obstruction which here takes place should and would have been removed long ago but for the almost priceless value of land in this locality .- Once-a- Week.

Paper Manufacture. - A method of treating paper so that it becomes much thicker and stronger, and capable of being glazed with a most beautiful surface, has been brought into use. Paper, either sized or not, is taken dry and soaked in a concentrated neutral solution of chloride of zinc, moderately heated; after which it is washed, dried, and is ready for use, having the appearance of parchment. The neutral solution of the chloride of zinc is formed by adding the carbonate, or oxyde of zinc, to a solution of zine dissolved in muriatic acid, then evaporating the solution until it has arrived at he consistency of syrup when cold. In this state t has a high specific gravity, and the paper to be treated is immersed in it for a few minutes, then taken out, and the adhering zinc removed by the scraper. The paper is now thoroughly washed in clean cold water, and alterwards pressed and dried. This treatment draws or ulls the fibres of the paper together, rendering the sheets smaller in size but much stronger and closer in the texture. The process described is conducted with cold liquors, and the paper is only partly rendered into vegetable parchment; when it is desired to produce the fullest change possible in the paper, the liquor is kept heated at about one hundred and twenty degrees. Fahrenheit while the paper is immersed in it. Sheets of paper, when saturated with such a solution, may be joined permanently together by uniting their edges, and passing a heated iran over them. The chloride of tin may also be used as a substitute for the zinc.

Cholera Impostors.—A number of men and women have lately tried to impose on the London Hospital with a pretense of choleraic symptoms. Some, whose acting was of a superior order, were admitted, but they soon fell into the fault of most amateurs. They overrated the cramps, and exaggerated the pains. This led to discovery, and instant expulsion. Several of these people were drank, and gave a great deal of trouble, repaying the kindness of the nurses with foul and abusive language. An example has been made of one woman, who was charged at the police court with obtaining medicine under talse pretenses, and locked up for a couple of days on remand. Probably the real object of these impostures was the desire for

Statistics of the Pencil Trade.—The number of black lead pencils made in Keswick, England, is twenty-five thousand per week; that is, about thirteen millions per annum. At an average length of seven inches this would give fourteen hundred and thirty-six and one-quarter miles o black lead and cedar. The cedar annually consumed amounts to twelve thousand cubic feet, and the yellow pine in due proportion. The plumbago is partly the produce of the Borrow-dale mine, and partly from Mexico and Peru. The number of hands employed is two hundred, and their highest wages vary from 15s. to 20s.

Saturday Shopping.—A number of English ladies, presided over by the Duchess of Sutherland, have published in the Times a manifesto against shopping on Saturdays, with a view to promoting the Saturday half-holiday, in compliance with a resolution adopted at a meeting of adies held at Stafford House on the 23d of July

An Absurdity.—The Bishops of Nismes and Poictiers, France, have processed their belief that the clouds of locusts which have destroyed the grass, plants, and trees in Algeria, were sent among the settlers to punish them for their want of zeal in the conversion of the Mussul-

Posthumous Patronage.—Last month the walls of a part of London were adorned with a placard stating that the Walworth Amateur Horticultural Society would hold its annual show in a few days, "under the patronage of the late Viscount Palmerston and the late Sir Joseph Paxton."

Marmots in Russia.-The St. Petersburg Gazette says that according to accurate calculations, marmots have destroyed during the summer months in the Governments of Kharkow, Catherinoslaw, and Kherson, corn crops of the value

of ten millions of roubles. An Irish Picture Gallery.—The Irish National Picture Gallery in Dublin is making taverable progress. A collection has been made at an outlay of £10,000, of which £6000 has been raised

by local subscription. Personal.—General Elzey, formerly of the Confederate Army, has purchased a tract of land near Jessup's Out, in Anne Arundel county, Mo., on which he has erected a handsome residence. - Washington Mar,

Hebrews in Ireland.—The London Times states that the last census of Ireland revealed the remarkable fact that there were but two Jews in the entire southwest of Ireland. One of them lived at Munster, and one in Connaught.

Music in Denmark.—The new music school at Copenhagen, founded by a legacy of a jeweller, is to begin operations during the present year.

WHISKY, BRANDY, WINE, ETC. CHESNUT GROVE WHISKY.

No. 225 North THIRD Street.

It anything was wanted to prove the absolute purity of this Whisky, the following certificates should do it There is no accholic stimulant known commanding such ecc. n.m. checkion 1 om such high sources:

PHILADILFILLA, September 9, 1888,

We have carefully tested the sample of CHERNUT GROVE WHISKY which you send that and find that fit contains North of The Pollowovs substance known as such to the characteristic and injurious in gredient of the whiskies in general use.

BOOTH, GARRETT & CAMAC,

BOOTH, GARRETT & CAMAC,

I have semiyzed a sample of CHESNUT GROVE WHISKY received from Mr. Charles Wharton, Jr., I Phindelphia; and having carefully tested it, I am pleased to state that it is entirely PREFERON FORONOU OR - L E PROTE Substances. It is an unusually pur and fine - 2. v. red quality of whisky.

JAMES R. CHILTON, M. D.,

Analytical Chemis

Bostos, March 7 1859 I have made a chemical analysis of commercial and ples of CHERNUT GROVE WHISKY, which provests see tree from the heavy Fusil Olis, and perfectly pure an unadulterated. The fine flavor of this whisky is derive ectully.

State Assayer, No. 16 Boylston street.

For sale by barrel, demijohn, or bottle at No. 225 North TBIRD Street Philade, phia. 43

M. NATHANS & SONS IMPORTERS

BRANDIES, WINES, GINS, Etc. Etc.

> No. 19 North FRONT Street, PHILADELPHIA.

HORACE A. NATHANS, OBLANDO D. NATHANS, FRED. BALTZ & CO.

IMPORTERS OF WINES, GINS, Etc SOLE AGENTS FOR

> Riviere, Cardat & Co.'s No. 116 WALNUT STREET, PHILADELPHIA

CHAMPAGNE. Just received, in bond and store, a new Champagne EUGENIA

far superior to most of the Wines now in use in this country. Imported exclusively by the subscriber. Also on hand (and the only place where it can be procured in this city) the very celebrated South ANGOSTURA BITTERS.

GEORGE M. LAUMAN, No. 128 S. NINTH & rect.

### SHIPPING.

FOR SALE. TWO PROPELLER STEAMSHIPS 500 tons each; two|years old; or lower hold, 9 teet 6 inches; between decks, 7 feet 6 inches; condensing engine cylinders, 36 inches in bore and 34 in stroke. and 34 in stroke. and 34 in stroke.

Freight capacity, 4000 barrels. Copper fastened, and
built in Philadelphia by Messis. William Cramp & sons, In spendid order. For particulars apply to

W. B GALLAGHER.
No. 208 N. WHARVE 5. or to
WILLIAM F. POTTS,
No. 1225 MARKET Street, Phila. STEAM TO LIVERPOOL-CALLING STEAM TO LIVERPOOL—CALLING
at Queenstown—The Inman Line, sathing
sen.i-weekly, carrying the United States mails.
"CITY OF LONDON" Saturday September 29
"CITY OF CORK" Wednesday, October 3
"CITY OF PARIS' Saturday and Wednesday, October 10
and each succeeding Saturday and Wednesday, at
noon, from Pier No. 45 North river.

RATES OF PASSAGE

By the mail steamer sailing every Saturday.
First Cabin, Gold Spy Steerage Currency S35
To London 95 To London 49
To Paris 194
To Paris 195
Passage by the Wednesday steamers:—First cabin, S100; steerage, \$35. Payable in United States currency.

sengers also forwarded to Havre, Hamburg, Bre steerage passage from Liverpool or Queenstown, \$40, nirency. Tickets can be boulant here by persons sendcurrency. Lickets can be bought here by persons sending for their triends.

For mrther information apply at the Company's offices.

No. 111 WALNUT Street, Philada.

FOR NEW YORK.—PHILADEL.

delphia Steam Propeller Comeany Despatch Swinsure Lines via Delaware and Raritan Canal, leaving dary at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken upon accommodating terms, apply to

WILLIAM M. BAIRD & CO.,

2 16

Ko. 132 S. DELAWARE Avenue

TO SHIP CAPTAINS AND OWNERS.—THE undersigned having leased the KENSINGIOS SOREW DOCK, begs to in orm his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vesses to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the vessels on trusted to him for repairs. trusted to him for repairs.

Cactains or Agents, Ship Carpenters, and Machinists having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper Paint, for the pieservation of vessels' bottoms, for this city, i am prepared to turnish the same on favorable terms.

JOHN H. HAMMITT. Mensington Screw Dock,

STOVES, RANGES, ETC.

CULVER'S NEW PATENT DEEP SAND-JOINT

HOT-AIR FURNACE

RANGES OF ALL SIZES. ALSO, PHIEGAR'S NEW LOW PRESSURE STEAM HEATING APPARATUS.

CHARLES WILLIAMS,

No. 1182 MARKET STREET, THOMPSON'S LONDON KITCHENER,
OR EEROPEAN RANGE, for ramilles, hotels
or public institutions, in TWENTY DIFFERENT
SIZES, Also, Phi adelphia Ranges, Hot-Air Farpases, Portable Heaters, Lowdown Grates, Fireboard
Stoves, Batt Bollers, Stewhole Plates, Brollers, Cooking Stoves etc., wholesale and retail, by the manuiacturers.

519 stuth6m No. 209 N. SECOND Street

## PASSENGER RAILWAYS.

THE SPRUCE AND PINE STREETS TRUNK LINE.

TRUNK LINE.

This Road now, in addition to its main line on Spruce and Pine streets, passes through the entire western perion of the city. Passengers from the extreme northwest at Fairmount Park and along the entire route to the extreme southwest at Gray's Ferry, can take the cars on 'lwenty-second and Twenty third streets and the Gray's Ferry Road, and be carried through, via Spruce street, to the Exchange for a Single Fare.

In addition to the several Parks and the beautiful scenery along the Schuyikill front, there are many objects of interest along this route to make it attractive. The road is splendidly equipped, the cars being nearly all entirely new, and always kept clean and comfortable.

Cars leave the Exchange every few minutes during

Cas leave the Exchange every lew minutes during the day and every hour after midnight. 9 10 lm

# BOARDING.

NO. 1121 GIRARD STREET Bung neatly fitted up, will open for

FIRST-CLASS BOARDERS ON THE FIRST OF SEPTEMBER. Two large Communicating Rooms on the second floor

#### well adapted for a family. The first will be \$25 DENTISTRY.

THE GOVERNMENT HAVING administering Nirous Oxide Gas. by which I have extracted many thousands of Teeth without pain, I am justified in asserting that it is both safer and superior to any other now in use.

RAILROAD LINES.

THILADELPHIA, WILMINGTON, AND BAL TIMORE RAILROAD,
Commencing MONDAY, July 2, 1866. Trains will leave Depot, corner of BROAD Street and WASHINGTON Avenue, as rollows:
Express Train at 415 A. M. (Mondays excepted), for Baltimore and Washington. Stepping at Chester, Wilmington, Newark, Elkion, Northeast, Perryville, Havre, de Grace, Aberdeen, Perryman's, Magnelia, Chase's and Stemmer's Run.
Way Mail Train at 815 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philadelphia and Baltimore.
Delaware Rairond Train at 9 A. M. (Sundays excepted), for cepted; for Princess Anne, Milford, and intermediate stations.

stations.

Express Train at 11.45 A. M. (Sundays excepted), for Bailmore and Washington.

Express Train at 3 P. M. (Sundays excepted), for Bailmore and Washington, stopping at thester, Claymont, Wilmington, Newers, Fiston, Northeast, Perryville Havie de Grace, Aberdeen, Ferryman's, Edgewood, Magnella, Chase's, and Stemmer's Roa!

Sight Express at 11 P. M., for Baltimore and Washington. Passengers by Boat from Baltimore for Fortress Mon-Passengers by Boat from Baltimore for Fortress Mon-rice Norfolk, City Point, and Richmond, will take the

1145 A. M. train.
1145 A. M. train.
WILMINGTON ACCOMMODATION TRAINS.
Stopping at all Stations between Philadelphia and V. ington Leave Philadelphia at 9 A. M., 12 30, 4 30, 6, and 11 30 M. The 4 30 P. M. train connects with Delaware Leave Philaderphia at 9 A. M., 12 30, 4 30, 6, and H 30 P. M. The 4 30 P. M. train connects with Delaware Ballroad for Harrington and intermediate stations. I save Wilmington at 6 30 7 45 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 H. A. M., 4 36 and 10 P. M.

Chip. The For Philadelphia.

Leave Chester at 72 8, 75 5, 10 14, and H 40 A. M., 4 43 540, 12 5 and 10 36 P. M.

FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7 25 A. M. Wav-mall. 9 20 A. M., Express. 1 10 P. M., Express. 6 35 P. M., Express. 8 25 P. M., Express. 8 25

Express 1-10 P. M. Express
P. M., Express
TRAINS FOR BALTIMORE
TRAINS FOR BALTIMORE

Leave Chesterat 440 and 8 52 A. M., and 5 38 P. M. Leave Wilmington at 5 23 and 9 35 A. M. and 4 15 P. M. Freight Trains with Passenger Cars attained willeave as follows:—Wilmington for Ferryville and intermediate stations at 645 P. M. Baltimore for Havre-de-Grace and intermediate stations at 448 P. M. Perryville for Williams and intermediate stations at 448 P. M. Perryville for Williams and intermediate stations at 4420 A. M., connecting at Wilmington with 748 A. M. train for Philaeiphia.

Express Train at 415 A. M. for Baltimore and Washington stopping at 6 bester, Wilminston, Newark, Elkton, Nor beast Perryville Havre-de-Grace, Aberdeen, Perry man's Magnola, consess, and Stemmer's Run.

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

Accommodation Trem at 11:30 F. at 10:31 and intermediate stations.

BALTIMORE FOR PHILADELPHIA.

Leave Faitimore at 8:25 F. M., stopping at Havre-de Grac, Perryville, and Wilmington. Also stons at Elkton and Newsik (to take passengers for Philadelphia and leave passengers from Washington or Battimore) and Chester to leave passengers from Battimore or Washington. Accommodation Train from WI mington for Philadel phis and intermediate stations at 5 % r. M. 4 16 R. F. KENNEY, Superintendent.

HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad ompany's Lines.
FROM PHILADELPHIA TO NEW YORK ard Way Places, from Walnut Street Whaif, will leave as follows, viz:—
At 5 A. M., via Camden and Amboy, Accommoda At 5 A. M., via Camden and Amboy, Account eds.

At 8 A. M., via Camden and Jersey City Express. ... 3 60

At 8 A. M., via Camden and Jersey City Express. ... 3 60

At 8 P. M., via Camden and Amboy Express. ... 3 60

At 6 P. M., via Camden and Amboy Accommodation
and Emigrant 18: class. ... ... ... ... ... ... 2.25

At 6 P. 5. via Camden and Amboy Accommodation and Emigrant, 2d class. ... ... ... ... ... ... ... ... 180

At 8 A. M. 2 and 6 P. M., for Mount Holly, Ewansville, Pemberson, and Vincentown At 5 A. M. and 2

P. M. for Frechold.

At 5 and 16 A. M., 12 M., 4, 5, 6, and 11:30, P. M. for Fish
Louse, Primyra, Riverion, Progress, Defanco
Beverly, Edwewater, Burington, Fiorence, Bordentown, etc. The 18 A. M., and 4 P. M. likes run givect
through to Tremon.

Ilnes FROM KENSINGTON DEPOT WILL LEAVE.

At 11 A. M., 430, 645 P. M., and 12 P. M. (Night), via
Kensington and Jersey City i xpress Limes, fare 83:00

The 645 P. M. Line will run daily. All others Sundays
excepted.

The 643 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. b. idnight, for Bristol, Trenton, etc..
At 7 and 16:15 A. M., 12 M., 3, 4, 6, and 6:P. M., for Cornwell's Torrisdate Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 16:15 A. M. for Bristol, Schenck's, Eddington, and 8:P. M. for Holmesburg, and a 15-4 M. for Holmesburg, and beautifully stations. Bristol, Schenck's, Eddington, and S.P. M. for Holmesburg and intermediate stations.
1740 A. M., and 330 P. M. for Niagara Falls, Buffaio Donkirk Canandalgua, Elmira, Ithaca, Owego, Rochesser, Binghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Felvidere, Laston, Lambertville, Flemington etc. The 230 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Beth elbem, etc.

hem. etc.
At 5 P. M. for Lambertville and intermediate stations.
June 1, 1866. WILLIAM H. GATZMER, Agent. PENNSYLVANIA CENTRAL RAILROAD.—
SUMBER ARRANGEMENT.
The Trains of the Pennsylvania Central Rairoad leave the Debot, at Thirty-first and Market streets which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The

which is reached by the cars of the Market Streets which is reached by the cars of the Market Street Passenger Railway, running to and from the Depot. The last car issues Front street about 30 minutes prior to the departure of osciet Treim.

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

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

Thanks Leave Depot. Orders left at the Office, No 631 the snut street, will receive attention.

Thanks Leave Depot. Orders left at 1600 A. M. Day Express.

at 18:00 A. M. Day Express.

at 18:00 M. Harisburg Accommodation, No. 1. at 13:00 M. Harisburg Accommodation.

Fast Line and Eric Express.

Lancaster Accommodation.

Thanks Accommodati

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

REIGHT LINES FOR NEW YORK AND It all, the Stations on the CAMDEN and AMBOY and connecting Haliroads. INCHEASED DESPATCH.

THE CAMDES AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Whalf at a cided P M. daily (Surgay excepted).

Freight must be delivered before the cidock, to be for wasted the same day.

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

Freight for Thenson, Princeton, Kingston, New Bruns Wick, and a l points on the Camden and Amboy Rail road; also, on the Bell dere. Delaware and Fielding ton, the New Jersey, the Freight and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to I P. M.

The Belvidere De aware Reliroad connects at Phillips burg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffalo, and other nofits in Western New York

The New Jersey Railroad connects at Elizabeth with the New Jersey Haltroad connects at Elizabeth with the New Jersey Haltroad connects at Elizabeth with the New Jersey Railroad, and at Newark with the Morns and Essex Railroad.

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

N. B.—Increased lacilities have been made for the

be sent with each soad of goods, of he receipt will be given.

N. B.—Increased taclitties have been made for the transpertation of five stock. Drovers are invited to try the route. When stock is turnished in quantities of two carloads or more, it will be delivered at the foot of For eith 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 FREEMAN, Freight Agent, No. 228 S. DELIAWARE Avenue, Philadelphia

No. 2268. DELAWARE AND FIGHT Agent.
No. 2268. DELAWARE ANDRIA RAILROAD.

RANGE AND ALEXANDRIA RAILROAD.

On and aner MONDAY. February 12 two daily trains will run between Washington and Linchburg connecting at Gordonville with Virginia Central Rail road trains to and from Blebimond. as follows:

MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6'42

A. M., and strive at Lynchburg at 5'45 P. M.

Leave Lynchburg at 7 A. M. and arrive at Washington at 5'25 P. M.

EXPRESS TRAIN.

Leave Lynchburg at 6'00 A. M.

Leave Lynchburg at 6'00 A. M. and arrive at Washington at 5'25 P. M. and arrive at Washington at 5'25 P. M. and arrive at Washington at 5'26 P. M. and arrive at Washington for North and Sorthwest.

First-class sleeping cars attached to the pight trainates at the computer and at the office, and for the computer pind.

The coad is attractive, not only for 1th comportable accompodations, but for the fact that it passes the now historic localities of Fairfax, Buil Run. Manassas, Bristoc, Callett's, Rappahannock, Culpeper. Orange, and Gordonsville, places of imperishable integer in the popular pind.

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

RAILROAD LINES.

E A D I N G R A I L R O A D OM PHILADELPHIA TO THE INTERIOR O ENNSYLVANIA. THE SCHUYLRILL, SUSQUE ANNA, CUMBERLAND, AND WYOMING VALEYS, THE NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, June 1. 1968.
Leaving the Company's Depot. at THIRTEENTH au
Al LOW HILL Streets. Philadelphia, at the follow b

CALLOW HILL Streets. Philadelphia, at the follow a boars:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reacing and internediate Statio MORNING EXPERSS.

At 8:15 A. M. for Reacing and internediate Statio MORNING EXPERSS.

At 8:15 A. M. for Reacing and internediate Statio MORNING EXPERSS.

At 8:15 A. M. for Reacing and internediate Statio Mountain Reachester Miss are Fals, Ruffalo A learner internediate Pot ville. Phoegrove, Tamaqua, Sundury, Villiamsso internediate Reachester Miss are Fals, Ruffalo A learner internediate Reachester Residence of the Alexandra Alexandra Villes and Security Reachester Canad the Learner Valley Brain for Allentown, etc., and the Learner Valley Brain for Harrisburg etc., and the Learner Valley Brain for Harrisburg etc., at HARRIS ULG with Northern Central Cumberland Valley and Schuylkill and Spaquehama trains for Northumberland, Williamsport, 16th Chambersburg, Phegrove, etc.

AFIERS OON EXPERSS.

Leaves Philadelphia at 2:30 P. M., for Reading Pottsville, Harrisburg etc., connecting with Reading and Columbia Railroad trains for Calimbia, etc.

READING ACCOMMODATION.

Leaves Reading at 6:60 A. M., stoopsing at all way stations, arriving at Philadelphia at 5:60 P. M.; arrives in Reading at 7:55 P. M.

Trains for Philadelphia leave Harrisbury at 8:10 A. M. and Pottsville at 8:46 A. M. arriving in Philadelphia at 6:45 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

16-43 P. M.
HARRISBURG ACCOMMODATION.
Leaves Reaching at 7:30 A. M. and Harris are at 4:16
M. Compacting at Reading with Atternoon Accommodation south, at 6:30 P. M. arriving in Philadelphia

Market train, with passenger car attached, leaves bindelphia at 13 45 noon for keading and all way stations. Leaves keading at 11 30 A. M. and Downingtowa at 12 30 F. M.. for Philadelphia and all way stations. All the above trains run daily, sundays excepted, Sunday trains leave Potaville at 800 A. M. and Philadelphia at 315 F. M. Leave Philadelphia for Reading at 800 A. M., 16 thrains from Reading at 425 F. M. CHESTER VALLEY BALLROAD.

Passengers for Downingtown and intermediate points take the 739 and 835 A. M. and 5 9 F. M. trains from Philadelphia, returning from Downingtown at 6 35 A. M. and 1230 noon.

and 12 to noon.

NEW YORK EXPRESS FOR FITTSBURG AND THE WEST.

Leaves New York at 5 A. M., and 8 to P.M., passing Reading at 1 to and 11 58 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railrond express trains for Pittsburg, Chicago Williamsport, Elmira, Bailtimore, etc.

Beturning, express frain leaves Harrisburg on strival of the Pennsylvania express frain Pennsylvania express f of the Pennsylvania express from Pitraours, at 2 and 9:55 A. M., and 9:15 P. M., passing Reading at 4:49 and 10:52 A. M., and 17:59 P. M. and arriving in New York at 10 A. M. and 2:45 P. . — eeping cars accompany these trains through between Jersey City and Pittsburg, with out change. out change.
A mail train for New York leaves Harrisburg at 2-16 P A mail train for New York leaves Harrisburg at 2:02:
M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trainspeave Pottsville at 7 and 11:39 A. M., and 7:35
P. M. Journing from Famaqua at 7:35 A. M. and 1:48

P. M. Ioturoing from Tamaqua at 735 A. M. and 748 P. M. Ioturoing from Tamaqua at 735 A. M. and 148 and 445 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILBOAD. Trains leave Auburn at 756 A. M. for Pinegrove and Barrisburg, and 159 P. M. for Pinegrove and Tremont returning from Harrisburg at 329 P. M., and from Tremont at 735 A. M. and 525 P. M.

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

COMMULATION TICKETS.

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

MILEAGE TICKETS.

Good for 2000 miles, between all points, \$52-59 each, for families and firms.

SEASON TICKETS.

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

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

EXCUESION TICKETS.

From Philadelphia to principal staticus, good for 82 tuicky, Sancay, and Monday, at reduced fates, to be had only at the Ticket Office, at THILTEENTH and CALLOW HILL Streets

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

Leave Philadelphia cally at 5 30 A. M., 1245 noon, and 4 P. M., 107 Ecading, Lebsmon, Harrisburg, Pot sville Port Clinton, and all points beyond.

MALLS.

Close at the Philadelphia Fost Office for all places on the

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.

DHILADELPHIA, GERMANTOWN, AND SORRISTOWN RAILROAD.
On and atter WEDNESDAY, May 16, 1888, FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A, M., 1, 2, 5 10, 35, 4, 5, 5 5, 6, 7, 8 9, 10, 11, 12 F, M.
Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A, M.
1, 2, 3, 4, 44, 6, 6 8, 7, 8, 9, 10, 11 F, M.

1. 2 %, 4. 4% 6 6 8% 7. 8, 9, 10, 11 P. M.
The 8 26 cown train, and 15% and 5M are Rains will accept the Userman of Strong and 15% and 5M are Rains will accept the Userman of Strong and 15 M. M., 2 3 5, 8, 10 M. P. M.
Leave Philadelphia 9 10 A. M., 2 3 5, 8, 10 M. P. M.
Leave Chesnut Hill. Rail Boods.
Leave Philadelphia 6, 8, 19, 12 A. M., 2, 3% 5%, 7, and 11 P. M.
Leave Chesnut Hill 7 10 minutes, 8, 940, 11 40 A. M. 149, 349, 549, 640, 840, and 1949 minutes P. M.
Leave Chesnut Hill 7 10 minutes A. M., 2, 3, and 8 P. M.
Leave Chesnut Hill 7 49 minutes A. M., 2, 6, 40, 640, an 9426 minutes P. M. Leave Chesnet Hill 7.4 minutes A. St., 12 49, 640, an 825 minutes P. M.
FGB CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 835 minutes, 11 45 A. M., 13, 45, 55, 55, 58, 85 minutes, and 119 P. M.
Leave Norristown 55, 7, 750, 9, 11 A., M., 15, 48, 53, and 8 P. M.
Te 58 P. M. train will stop at School Lane, Wissa hickon, Manayunk, Spring Mill, and Conshohocken only ON SUNDAYS.
Leave Philadelphia 9 A. M., 25, 4 and 75 P. M.
Leave Norristown 7 A. M., 1, 55, and 8 P. M.
Leave Philadelphia 6, 3 55 minutes, 11 95 A. M., 18, 48, 58, 05, 8 95, and 115 P. M.
Leave Manayunk 65, 75, 8 20, 95, 115, A. M., 2, 5, 654
85 P. M.
ON SUNDAYS.

ON SUNDAYS.

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

Leave Manayunk 7% A. M., 13%, 6, and 9% P. M.

W. S. WIL-OS, General Superintendent,

1Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD,—
For BETHLEHEM, DOYLESTOWN, MAUCH
CHUNK, EASTON, WILLIAMSPORT, and WILKES,
BARRE. At 730 A. M. (Express), for Bethlehem, Allentows Mauch Chank, Hazleton, Willamsport, and Wilker Maide Chenk, Harieton, Williamsport, and White ource.
At 3:30 P. M. (Express), for Bethlehem, Easton, etc caching Lesion at 6:45 P. M.
At 5 lb P. M., for Bethlehem, Allentown, Manci Chunk.
For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.
For Lansdate at 6:10 P. M.
White cars of the second and Third Streets Line City

White cars of the Second and Third Streets Line City Passenger Cars run direct to the depot.
TRAINS 5 OR FHILADELPHIA,
Leave Bethiehem at 6.25 A. M. and 12.25 Noon, and
15 P. M.
Leave Doylestown at 6.40 A. M., 5.15 and 5.30 P. M.
Leave Lamsdale at 5.60 A. M.
Leave Fort Washington at 10.50 A. M., and 2.15 P. M.
ON SUNDAYS.
Philadelphia for Beth chem at 9 A. M.
Philadelphia for Doylestown at 2.35 P. M.
Doylestown for Philadelphia at 7.90 A. M.
Bethichem for Philadelphia at 7.90 P. M.
Through Tickets must be procured at the ticket offices
FHIED Street, or BEHKS Street.

1866 - PHILADELPHIA AND ERIE RAIL ern and Korthwest Counties of Pennsylvania to the lift of Francisco of Pennsylvania Railroad Company.

OME OF Francisco of Pennsylvania Railroad Company.

The Eastward-Erie Mail Train, 7 a. M.; Erie Express Train 1 P. M.

Leave Westward-Erie Mail, 9 P. M; Erie Express Train 12 M.

Passenger cars run through on the Erie Mail and Express train 12 M.

Leave Westward-Eric Mail, 9 P. M.; Eric Expression 12 M.
Passenger cars run through on the Eric Mail and Express trains both ways between Philade phis and Eric.
NEW YORK CONNECTION.
Leave New York at S.A. M., arrive at Eric 9 30 A. M.
Leave Eric at 445 P. M., arrive at Eric 9 30 A. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply at corner Thirrit I H and MARKET Streets Phila.
And for Leight business, of the Company's Agents, S.B. Kingston, Jr., corner Thirteenth and Market streets Philadelphia; J. W. Reynolds, Eric; William Brown Agent N. C. R. R. Baltimore.
H. H. HOUSTON, General Freight Agent, Phila.
A. L. TYLLER G. erals Incart Williamsport.

WEST JERSEY RAILROAD LINES, FROM toot of MARKET Street (Daper Ferry), commencing MONDAY, September 24 1866
LEAVE PHILADELPHIA AS FOLLOWS;
FOR Bridgeton, Raiem, Millville, and all intermediate stations, at 8 A. M. Mail. 3:30 P. M., Passenger.
For Woodbury, 8 A. M., 3:30 P. M., and 6 P. M.
For Cape May, at 3:30 P. M.
RETURNING TRAINS LEAVE
Woodbury at 7:15 A. M., 8:40 A. M., and 3:44 P. M.
Bridgeton at 7:05 A. M., and 3:30 P. M. Freight, 6:30 P. M.
Balem at 6:50 A. M. and 3:30 P. M. Freight, 6:30 P. M.

Salem at 6 59 A. M. and 3 05 P. M. Freight 5 45 P. M. Miliville at 6 65 A. M., and 3 08 P. M. Freight, 6 10 P. M.
Cope May at II 45 A. M. Parsenger and Freight.
Freight will be received at Second Covered Whart
below Walnut street, from 706 A. M. until 540 P. M.
That received before \$60 A. M. will go through the same
day. Freight Delivery, No. 228 S. DELAWARE Avenue. 9-25 J. VAN RENSSELAER, Superintendent. CAPE MAY RAILROAD COM PANY.

Notice is hereby given, that the present arrangement of the Trains to and from Cape May will be CONTINUED, viz - Leave Phitadelphia at 3 P. M., and Cape Island at 5 A. M., daily.

September 1, 1966.

SUMMER RESORTS AND HOTELS | SURF HOUSE, FRENCH MEDICINES IN VOGUE

ATLANTIC CITY.

CHOICE ROOMS can now be had at this favorit

W. T. CALEB. OPEN UNTIL OCTOBER I. MERCHANTS HOTEL

CAPE ISLAND, N. J.

This Botel being enticely refitted and refurnished in the best manner. IS NOW OPEN FOR THE RECEP-TION OF GUESTS.

The house is located near the ocean, and every attention will be given to marif the patronage of the public, McNUTT & MASON, PROPRIETORS.

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GUM-SOLE BOOTS AND SHOES, FOR Men and Boys, will just longer than four pairs leather soles; do not need to soling. For foundermen, blacksmiths, or all who wear out leather soon, they are invaluable. One trial will convince that they are at that they are represented to be, sold at First

National, No 914 SPRING GARDEN Street. Cum-Sole Shoes; casy to the feet and dry.
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