INDIAN OUTRAGES IN WESTERN KANSAS

Murders, Ravishment, and Theft Laid to the Charge of the Pawnee, Ottoe, and Omaha Tribes-Cornfields Robbed and Agricultural Implements Carried off-The Settlers Ordered Away and Threatened with Death-An Official Investigation to be Had-The Indian Chiefs Asked to Participate, Etc.

Washington, October 9.—The Commissioner of Indian Affairs has received a despatch from E. B. Taylor, Superintendent of Indian Affairs for the Northern Superintendency, enclosing a letter from Major-General W. F. Cloud, who was appointed a special agent by the Governor of Kansas to investigate certain murders and depredations alleged to have been committed by the Cmaha, Pawnee, and Ottoe Indians. Gene ral Cloud, in his report, says;—

I have the honor to inform you that consequent upon the perpetration of certain marders and other outrages committed against the citi-zens of Western Kausas during the past spring and summer, I have been appointed by the Governor of Kansas special agent to collect the tacts, and to bring the parties to justice. In prosecuting my work I have visited the scene of murder and outrage, and have learned many facts, a lew of which are as follows:—One man was killed on the 13th of May, while near three companions, who were at their claims upon a tributary of the Solomon river.

He was shot by three Indians, who were dressed in United States uniform, and armed with revolvers and sabres. They were undoubtedly Pawnees, as many of them, similarly oressed and armed, have frequently passed through the settlements exhibiting discharges from the service as Pawnee scouts. The man killed was scalped. The Indians at the same

time took two mules and a horse.
On or about the 17th of May six men were killed. No testimony of eye-witnesses can be obtained, but the presence of Pawnees and Ottoes at and near the place of murder, both before and after the same, together with the fact that some of the men were killed by arrows, and that many arrows, taken out of their bodies and picked up along the line of retreat, were Pawnee and Ottoe arrows, can be readily sustained; as also that threats were made against the life of one of the murdered men by members of both tribes a few days before the occurrence of the murders. These murders were undoubt-edly committed by Pawnee and Ottoe Indians.

In the month of July, a settlement upon White Rock river was visited by Pawnees, who took corn from the fields and robbed the people of agricultural implements, tools, etc., and having surprised a family in comp. during the absence of the busband and father, they took the woman away, and after subjecting her to ravishment by a large number, supposed to exceed forty, they left her, where her friends found her in the morning in a state of insensibility.

In the month of August Pawnees and Omabas the number of more taan eight hundred visited a settlement upon a tributary of the Solomon, and took possession of the fields of corn, and when remonstrated with by owners they claimed the land upon which the farms were located as hunting and trapping ground. They ordered the settlers off, using menaces and threats of death if they did not go, and if they ever returned. They remained in this threatening manner until the people left, Such acts of hostility and violations of treaties

call for justice and indemnity. This the settlers desire to obtain under the laws; and that the matters may be prepared in a proper form, the various witnesses and parties interested intend to meet at Lake Sibley, upon the Republican river, about the 15th of October, and proceed in the investigation before an officer of the law. I have visited the Ottoes, and they agreed to meet us, and take part in the examination of arrows. I desire the presence of chiefs and head men of the Pawnee and Omana tribes, and sincerely desire your official co-operation in securing their

I would respectfully present the fact that these oft-repeated ourrages have caused a deep feeling and a strong determination on the part of the entire cutizenship of the State to obtain justice and safety, and masmuch as the above mentioned tribes lie under these suspicions, it will prove much to their interest to render every possible assistance in securing a full and impartial investigation. Your obedient servant,

Major-General Kansas State Militia. In reply to General Cloud's communication Superintendent Taylor states that he felt en-tirely confident that the Pawnee and Omaha Indians are guiltless, but that the Ottoes are not above suspicion. He mentions, and it may turn out upon investigation, that they participated in the disturbances. He suggests that the proposed day of the investigation be post-poned to such time as would enable him to secure the attendance of one or more of the chiefs of the tribes named. An ex parte statement, he says, will at best prove unsatisfactory, and can settle nothing deanitely. While the Department is ready to redress any wrongs committed by treaty Indians, upon satisfactory testimony, it will resolutely protest against any loss or punishment for alleged offenses, where the testimony is vague or uncertain, or where it is taken in such a manner as to afford no opportunity for exoneration or denial.

## MR. BEECHER'S POSITION.

NEW YORK, October 8.—Fo the Rev. Henry Ward Beecher, Plymouth | Church, Brooklyn—Reverend and Dear Sir:—By the unanimous voice of the Cleveland Convention, we are instructed to thank you for your letter in response to the invitation ten-dered you to officiate as chaptain of that body. While with profound regret we learned that you could not honor us with your pressure, we are grateful for the able, elequent, and masterly manner in which you gave your endorsement to our Convention, and clue dated its gheets.

The entiments you have counciated find echo in the near of every true lover of his country; and we convenient the country of the country of

The entiments you have connected find teho in the heart of every true lover of his country; and we feel peculiarly im\_ressed with your unterances as reflecting the grandeur, the devotion, the chivality of the soldier who, from pure motives, perils all that life is worth—yea, life itself.

Coming from you, sir—so distinguished a philosopher, philanthropist, divine—one who his made the benefit of his fellow-man the study of his life, and who by bright example has illustrated all his principes—this letter has created profound sensation throughout the land. its wisdom, its calighiened Christian patrioti-m, its good effects, will yet be acknowledged, when the excitement of the present shall have subsided, and reason, with unbused judgment, shall have assumed its wonted sway.

The people, striving to calm their excited passions, pause to reflect. The hasty judgment of the hour is giving way to the sober second thought; and with the encouragement we have received from you, and men who like you preach "peace on earth and good will to men," we teel inspired to persevere in the good work so an spicion by commenced, and with God's blessing feel confident of utumate success. Rising above party and all partisan considerations, we hope to close the wounds a bloody war has inflicted upon our beloved and glorious Union. "With charity for all and mairee to none." we are endeavoring to re-establish our Governmentiupon foundations so firm, so just, so equitable, that neither passion, fanaticism, nor sectionalism shall ever again disturb or uphoave them.

But this is not the occasion, sir, to d'scuss the grave issues presented to the people—issues that we trust may be discussed without invective, crimination, or abuse, but rather in a spirit of Christian forbearance that will result in the healing of the nation.

For your sympathy, your prompt co-operation,

For your sympathy, your prompt co-operation, your kindly expressions, we thank you, and pray that the Almighty may long preserve a life made so plecious through its genius, patriotism, and large humanity for all mankind.

GORDON GRANGES.
President Cleveland Convention. GEORGE PEABODY ESTE, Chairman Executive Committee. CHARLES G HALPINE,

Chairman Committee of Invitation.

-During a late storm Vermonters did not see the sun for seven days. -Wife whipping, wife stealing, and wife killing are prevalent in the West. The dyers in Leeds, England, are on a

-Nearly five million letters and papers came to the United States from Great Britain in 1865. -Menken is very ili in Paris.

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120,000 " 7 3 10 per cent loan 100,000 State of Pennsylvania Five Per Cent Loan 

7,150 Phia. 13,537 50 143 Shares Stock Pennsylvania Rail-Market value....8096,560-00

keal Fstate. 36,90099
Bills receivable for insurances made. I 21,013-37
Balances due at Agencies: - Premiums
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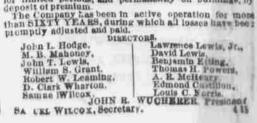
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WAR DEPARTMENT, SURGEON-GENE.

WASHINGTON, D. C., August 10, 1866
An Army Medical Board, to consist or Brevet
Colonel J. B. Brewn, Surgeon, U. S. A., President;
Brevet Lieutenant-Colonel H. R. Wiriz, Surgeon, U.
S. A.; Brevet Lieutenant-Colonel Anthony Heaver
Surgeon, U. S. A.; and Brevet Major Warren Webster, Assistant Surgeon, U. S. A., Recorder, wil
meet in New York city on the 20th of September,
next, for the examination of candidates for admission into the Medical Staff of the United States
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Applicants must be over 21 years of age, and physically sound.

Applications for an invitation to as pear before the Beard should be addressed to the Surgion General, United States Arm, and must state the

General, United States Arms, and must state the full name, residence, and date and place of birth of the candidate. Testimonials as to character and qualifications must be inrushed. If the applicant has been in the Medical 2 cryice 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 hould also be forwarded.
No allowance is made for the expenses of person no allowance is made for the expenses of persons and dergoing the examinate. Sit is an indispensable trerequisite to appoint post.

There are at present sixty vacancies in the Medica-taff, forty-sax of which are original, being created by the Act of Congress approved July 28, 1868

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The subscriber would beg leave further to say that he is prepared to fall orders and forward the Syrup to any part of the country. Persons desiring other interior by rasil will inclose a postage stamp, and answers will admit Address WILLIAM B. WRIGHT, 320 No. 771 S. THIRD Street. Philadelphia Pa.

SAMARITAN'S GIFT

SAMARITAN'S GIFT! THE MOST CERTAIN REMEDY EVER USED "YES, A POSITIVE CURR" FOR ALL DISEASES ARISING FROM INDIS-CRETIONS.

Contains no Mineral, no Salsam, no Mercury. Only Ten Pies to be Taken to Effect a Cure. They are entitlely vegetable, having no smell nor any impleasant taste, and will not in any way injure the tomach or howels of the most delicate. Cutes in from two to tour days, and recent cases is 'twent'-four hours.'
sent by mail. Price, Male packages, \$2. Fema c. \$3 SAMARITAN'S ROOT AND HERB JUICES. The Great Blood Purifier, and Remedy for

Scrofula, Ucers, Sores, Spots, Tetters Scales, Boils, Etc. For the above complaints the Samaritan's Root and Herb Juices is the most potent and effectual remedy over prescribed. It reaches and cradicates every par-tice of the veneral poison. Will remove every vestige of imparities from the system as well as all the bad affects of mercury. Price, \$125 per bott e.

SAMARITAN'S WASH SAMARITAN'S WASH
Is used in conjunction with the Root and Herb Juices
Full directions. Price, 25 cents.
The old sickening and disgusting drugs have to give
way to remedies parely vegerable, pleasant to the faste
and A FOSIT VE CURE.
For the MASS BARNES & CO., No. 21 PARK ROW
and by Drug. 188
OLSMOND & CO., Proprietors, No. 915 RACE Street
Philade phis. RAILROAD LINES.

PEADING RAILROAD.
FROM PHILADELPHA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLEILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS. THE NORTH, NORTHWEST, AND THE CANADAS.
WINTER ARRANGEMENT OF PASSENGER TRAINS, Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL, Streets, Palladelphia, at the following MOBNING ACCOMMODATION,

MOBNING ACCOMMODATION,
At 7:30 A. M., for Reseing and intermediate Stations.

MORNING EXPRESS.

At 8:15 A. M., for Reseing and intermediate Stations.

MORNING EXPRESS.

At 8:15 A. M., for Reseing, and intermediate Stations.

MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanes, Harrisburg, Pot'sville, Pinegrove, Tamaqua, Sunbury, Williamsport,
Elmira, Rochester, Ningara Fails, Buffale, Al entown,
Willeebarre, Pittston, 47ork, Carllale, Chambersburg,
Hagerstown, etc., etc.,

This train connects at READING with East Pennsylvanis Railroad trains for allentown etc., and the Lebanon
Valley train for Barrisburg, etc., at PORT CVINTON
with Catawissa Rai road trains for Williamsburg, Lock
Baven, Elmira, etc.: at HARRISBURG with Northern
Central, Cumberland Valley, and Schoylkill and Susquehanna trains for Norhumberland, Williamsport, York,
Chambersburg, Pinegrove, etc.

Leaves Philaceiphia at 3:39 P. M., for Reseling Pottsville, Harrisburg, etc., connecting with Reading and
Columbia Railroad trains for Columbia, etc.

READING ACCOMMODATION

Leaves Reading at 6:50 A. M., stopping at all way stations, arriving at Philadelphia at 9:40 A. M.

Returning, leaves rhilatelphia at 9:30 P. M.; arrives in
Reading at 7:50 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M.,
and Poutsyille at 8:35 A. M., arrives in Philadelphia at 9:30 P.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1.00 P. M., Afterpoon trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

6 45 P.M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7 50 A. M., and Harrisburg at 4 10 P.

M. Connecting at Reading with Afternoon Accommodation south at 6 50 P. M., arriving in Philadelpala at 9 10 Market train, with passenger car attached, leaves Phila

Market train, with passenger car attached, leaves Philadelphia at 12 45 noon for Reading and all way stations. Leaves Reading at 17 50 A. M., and Downingtown at 12 50 P. M., for Philadelphia and all way stations All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 00 A. M., and Philadelphia at 3 Le P. M. Leave Philadelphia for Reading at 8 50 A. M., returning from heading at 4 25 P. M. CHESTER VALLEY RAHLROAD. Passengers for Downington and intermediate points take the 7 20 and 8 15 A. M. and 5 10 P. M. trains from Philadelphia, returning from Downingtown at 6 35 A. M. and 12 50 coon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST

Leaves New York at 9 A. M. and 8:00 P. M., passing Reading at 1:05 and 11:55 A. M. and 1:38 P. M., and connecting at Harrisburg with Pennsylvanta and Northern Central Railroad express trains for Pittsburg, Chicago, Williamspert, Elimira Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, st 3 and 2:05 A. M. and 2:15 F. M., passing Reading at 4:49 and 10:52 A. M. and 11:30 P. M., and arriving in New York at 10 A. M. and 2:45 F. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg, without change. change.
A mail train for New York leaves Harrisburg at 2-10 P.
M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Poutsville at 7 and 11:30 A. M., and 7-15 P.
M., returning from Tamaqua at 7:35 A. M. and 1:40 and 4:15 P. M.

SCHUYEKILI, AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 759 A. M. for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Barrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.

TICKETS.

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

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

COMMUTATION TICKETS.

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

MILEAGE TICKETS.

Good for 2000 mise between all points, \$52.50 each, for families and firms. CHUYEKILL AND SUBQUEHANNA RATLROAD,

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

SEASON TICKETS

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

CLERGYMEN

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

ENCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, attrefreed rare, to be had only at the Ticket office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT. Streets.

FREIGHT.

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

FREIGHT TRAINS

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

Port Clinton, and all points forward.

MAILS

Close at the Philadelphia For to Office for all places on the road and its branches at 5 A. M., and for the principal tations only at 3:15 P. M.

8 to

% P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. H., 2%, 4, and 7% P. M.
Leave Menayunk 7% A. M., 1%, 6, and 9% P. M.
W. S. WILSON, General Superintendent,
1Depot NINTH and GREEN Streets

NORTH PENNSYLVANIA RAILROAD.—
For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, and WILKES, At 730 A. M. (Fxpress), for Bethlehem, Allentown Mauch Chank, Hazleton, Williamsport, and Wilkes barre. barre, At 930 P. M. (Express), for Bethlehem, Easton, etc reaching Easton at 6'45 P. M. (Allentewn, Maus) at 5 15 P. M. tor Bethlehem, Allentewn, Maus)

t 5 15 P. M. tor Bethlehem, Allentown, Maus' ank.

or Doylestown at 8 35 A. M., 2 29 and 4 15 P. M.

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

For Landale at 6 15 P. M.

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

TRAINS FOR FHILADELPHIA.

Leave Bethlehem at 6 25 A. M. and 12 75 Noon, and
15 P. M.

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

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

Leave Fort Washington at 10 50 A. M., and 7 15 P. M.

Philadelphia for Doylestown at 2 30 P. M.

Philadelphia for Doylestown at 2 30 P. M.

Bethlehem for Fhiladelphia at 4 30 P. M.

Bethlehem for Fhiladelphia at 4 30 P. M.

Through Tokets must be proculsed at the ticket offices,
THIRD Street, or BERKS Street.

5 21

EILIS CLARK, Agent.

1 CCC -PHILADELPHIA AND ERIERAIL
ern and Northwest Counties of Fennsylvania to the
ity of Frie on Lake Erie. It has been leased and is
operated by the Fennsylvania Baliroad Company.
Time OF PASSEN/LEE TRAINS AT PHILADELPHIA.
Arrive 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 trains both ways between Fhilade, phus and Erie.
NEW YORK CONDECTION.
Leave New York at 9 A. M. arrive at Erie 230 a. M.
Leave Erie at 445 P. M., arrive at Erie 230 a. M.
Leave Erie at 445 P. M., arrive at Erie 230 a. M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply
at corner? HIETIE: H and MARKET Streets. Phila.
And for 'aught business, of the Company's Agents, S.
B. Kingston, Jr., corner 'Ihirteenth and Market streets
Philadelphia; J. W. Reynolds, arie; William Brown.
Agent N. C. R. R., Baltimore.
H. F., HOUSTON, General Freight Agent, Phila
H. W. GWINNER, General Ticket Agent, Phila
A. L. TYLLER G. eral Su. Williamsport

W EST JERSEY RAILROAD LINES, FROM 1001 61 MARKET Street (Upper Ferry), commencing MOS DAY, September 24 1856
LEAVE PHILADELPHIA AS FOLLOWS:
FOR Bulgeton, Saleut, 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 49 A. M., and 4 4 P. M.
Bridgeton at 705 A. M. and 3:30 P. M. Freight, 6:30 P. M.

P. N.
Salem at 650 A. M. and 305 P. M. Freight 545 P. M.
Millyile at 655 A. M., and 308 P. M. Freight, 610
P. M.
Cape May at 1145 A. M. Parsenger and Freight,
Freight will be received at Second Covered Whart
below Walnut street, from 706 A. M. until 500 P. M.
That received before 900 A. M. will go through the same
day. day.
Freight Delivery, No. 228 S. DELAWARE Avenue
9 25 J. VAN RENSSELAER, Superintensen

RAILROAD LINES.

PHLADELPHIA, WILMINGTON, AND BAL
TIMOWE RAILEDAD,
Commencing MONDAY, July 2, 1866. Trains will
leave Depot, corner of BROAD Street and WASHINGTo Navenue, as follows:
Express Train at 418 A. M. (Mondays excepted), for
Baitimore and Washington, stepping at Chester, Wilmington, Newark, Eleton, Northeast, Perryvlic, Havro,
de-Grace, Aberdeen, Perryman's, Magnoins, Chase's and
Stemmer's Run.
Way Mail Train at 815 A. M. (Sundays excepted), for
Baitimore, stopping at all regular stations, between Philadelphis and Baitimore,
Delaware Railroad Train at 9 A. M. (Sundays excepted), for Princess Anne, Miltord, and intermediate
stations.
Express Train at 1145 A. M. (Sundays excepted), for Express Train at 11:45 A. M. (Sundays excepted), for Express Train at 11.45 A. M. (Sundays excepted), for Ballimore and Washington.

Express Train at 2 P M. (Sundays excepted), for Ballimore and Washington, siopping at the leater, Claymont, Wilmington, Newars, Fikton, Northeast, Perryville, Havie de Grace. Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Rua!

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

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

Lassethers by Hoat from Baltimore for Fortress Monroe Norfolk, City Point, and Bichmond, will take the H45 A. M. train.

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

Leave Philadelphia at 9 A. M., 12 30, 4 36, 6 and 11 30 P. M. The 4 30 P. M. train connects with Delaware Bailroad for Harrington and intermediate stations.

Leave Wilmington at 6 30 7 15 and 9 30 A. M., 4 and 6 30 P. M. The 71 5 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 HA. M., 4 26 and 10 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7 28, 7 55, 10 14 and 11 30 A. M., 4 44, 50 4, 126 and 16 36 P. M.

FEOM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7 75 A. M., Wav-mail 9 29 A. M., 4 50, 11 4 12 5 and 16 30 P. M., Express. 1 10 P. M., Express. 6 35 P. M., Express. 8 25 P. M., Express.

Express. 148 P. M., Express. 6-35 P. M., Express. 8-25 P. M., Express. BAINS FOR BALTIMORE

Leave Chester at 4-49 and 8-52 A. M., and 3-38 P. M., Leave Wilmington at 5-23 and 9-33 A. M. and 4-15 P. M. Freight Trains with Passenger Cars attached will leave as follows;—Wilmington for Perryville and intermediate stations at 6-65 P. M. Baltimore for Havre-de-Grace and intermediate stations at 4-45 P. M. Porryville for Wilmington and intermediate stations at 8-65 P. M. Connecting at Wilmington with 7-15 A. M. train for Philagolphia.

SUNDAY TBAINS.

Express Train at 415 A. M., for Baltimore and Washington, stopping at Chester, Wilminaton, Newark, Elkfon, Northeast Perryville Havre-de-Grace, Abordeen, Perryman's, Magnoia, chase's, and Stemmer's Run.

Night Express, 11 P. M. for Baltimore and Washington Accommodation Train at 11'30 P. M. for Wilmington and Intermediate stations.

EALTIMORE FOR PHILADEL PHIA.

Leave Estimore at 8'25 P. M., Stopping at Havre-de-Grac. Perryville, and Wilmington, Also stops at Elkton and Newark (to take passengers for Philadelpnia and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

ington.
Accommodation Train from Wi mington for Philadet
phis and intermediate stations at 6 70 P. M.
H. F. KENNEY, Superintendent.

H. F. KENNEY, Superintendent.

H. OR. NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad ompany's Lines.

FROM PHILADELPHIA TO NEW YORK and Way Piaces, from Walnut Street Whatf, will leave as follows, viz:—

At 5 A. M., via Camden and Amboy, Accommoda 11000.

82.25 excepted. At 7:30 and 11 A. M., 3, 3:39 4:30, 5, and 6:45 P. M a d At 7 as and 11 A. M., 3 and 3 and 5 and 6 as P. M. a d 3 annight for Bristol, Trenton, etc.

At 7 and 10 15 A. M. 12 M., 3 4, 5 and 6 P. M., for Corawe 1's Torrisdale Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. (or Bristol, Schenck's, Eddington, and 8 P. M. for Holmes-

Bristol, Schenck's, Eddington, and S.P. M. for Holmesburg and intermediate stations.

1.730 A. M., and 3.30 P. M. for Niagara Falls, Buffalo, Dunkirk. Camandalgua, Elmira, Ithaca, Owego, Eschesser. Binghampton, Oswego, Syracuse, Great Bend, Montrose Wilkesbarre, Scranton, Stroudsburg, Water Gap, Belvidere, Laston, Lambertville, Flemington, etc. The 3.30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethloben etc. hem. etc. At 5 P. M. for Lambertville and Intermediate stations. June 1, 1868. WILLIAM H. GATZMER, Agont. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad 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 Debot. The last car leaves Front street about 30 minutes prior to the departure of each Train.

On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains. Mann's Baggage Express will call for and deliver Baggage at the Debot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

Mail Trains.

Alvo at Thirty-first and Market Shakes. The Arrive tion to Thomas H. Parkes.

An Emigrant Train runs daily (except Sunday). For full particulars as to lare and accommandations, apply to FRANCIS FURK,

No. 137 DOCK Street.

The Pennsylvania Railroad Company will not assume any risk for Bagsage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Bagsage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

HEIGHT LINES FOR NEW YORK AND

And the stances on the CAMDEN and AMBOY and
connecting halfords. INCREASED DESPATCH.

THE CAMDEN AND AMBOY BAILROAD AND
TEANSFOR: ATION COMPANY TREIGHT LINES
for New York will leave WALNUT Street Wharf at 6
o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day. o'cock F. M. dolly (Sindays excepted).
Freight must be delivered before 4% o'clock, to be forwaided the same day.

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

Freight for Trenton. Princeton. Kingston, New Brunswick, and a l points on the camden and Amboy Radroad; also, on the Beyldere. Delaware and Flemington, the New Jersey the Freehold and Jamesburk, and the Burington and Mount Holly Railroads, received and torwarded up to 1 F. M.

The Belyldere lie aware Reliroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to syracuse, Buffalo, and other points in Western New York

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

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

N. E.—Increased inclitties have been made for the

be sent with each total results have been made for the given.

N. B.—Increased taclities have been made for the transportation of live 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 Foreth street near the Drove Yard, or at Pier No. 1, North Elver, as the shippers may designste at the time offshipment.

For terms, or other information, apply to WALTER FREEE AN, Freight Agent, No. 256 S. DELAWARE Avenue, Philadeiblis

No. 226 S. DELAWABE Avenue, Philadelohla

ORANGE AND ALEXANDRIA RAILROAD.

On and anter MONDAY, February 12 two daily trains will run between Washington and Luchburg, connecting at Gordonsvile with Virginia Central Railroad trains to and from Richmond as follows:

Leave Washington daily (Sunday excepted), at 6.48 A. M., and arrive at Lynchburg at 5.60 P. M.

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

Express Train.

Leave Washington daily (including Sunday) at 6.65 P. M. and arrive at Lynchburg at 6.60 A. M. and arrive at Lynchburg at 6.60 A. M.

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

First-class sleeping cars attached to the pight trains.

The road is attractive, not only for its comfortable accommodations, but for the fact that it pusses the now historic localities of Fairfax, Bull Run, Manassas, Bristoe, (at ett's, Rappahannock, Culpeper Orange, and Gordonsville, places of unperishable interest in the popular mind.

Through tickets to all points South and Southwest may be had in Boston, New York Philadelobia, and Baltimore and at the offices of the road in Washinton or Alexandra

W. H. Moti-AFFERTY.

Gaugral Supe intendent.

Service Contraction