From "A Day of Doom and other Poems," by Jean c, in press by Roberts Bros., of Bost Songs on the Voices of Birds. INTRODUCTION.

CHIED AND BOATHAN. "Martin, I wonder who makes all the songs." "Yes, I wonder how they come."
"Well, boy, I wonder what you'll wonder next!"
"But somebody must make them?"
"Sure second." "Does your wife know?" "She nover said she did,"

"You told me that she knew so many things." I said she was a London weman, sir, And a line scholar, but I never taid.
She knew about the songs." "I wish a "And I wish no such thing; she knows enough,

"And I wish no such thing; she knows enough, She knows too much already, Look you now. This vessel's off the stocke, a tidy crast,"
"A schooner, Martin?"
"No, boy, no; a brig.
Only she's schooner rigsed—a lovely craft,"
"Is she for me? O thinok you Martin, dear.
What shall I call her?"
"Well. sir, what you please."
"Then write on her 'The Eagle, '"
"Bless the child!
Eagle! why, you know naught of eagles, you.
When we lay off the coast, un Canada way,
And chanced to be ashore when twilight fell.
That was the place for eagles; hald they were,
With eyes as yellow as gold."
Tell me about them."
"O, Martin dear,

Tell me about them." "Tell! there's naught to tell, Only they snored o' nights and frightened us."

"snored"
"Ay, I tell you, snored; they slept upright
In the great cakes by scores. As true as time,
If I'd had aught upon my mind just then,
I wouldn't have walked that wood for untold gold.
It was most awful. When the moon was full.
I've seen them fish at night in the middle watch
When she got low. I've seen them plunge like stones
And come up lighting with a fish as long.
Ay, longer than my arm; and they would sail
When they had struck its life out—they would sail
Over the deck, and show their fell, fierce eyes.
And croon for pleasure, hug the prey, and speed
Grand as a frigate on the wind,"
"My ship, "My ship,

She must be called "The Eagle," after these.
And Martin, ask your wife about the songs
When you go in at dinner time."

## CITY INTELLIGENCE

[FOR ADDITIONAL LOCAL ITEMS SEE OUTSIDE PAGES.] THE CONTROLLERS OF PUBLIC SCHOOLS .- The

regular stated meeting of this body was held yesterday afternoon. President Shippen was in A large number of communications were received from the various Sections, all of which

were reletred to committees.

A protest was received from the Twenty-fourth Section against the proposed division of the \$30,000 appropriated for the erection of a school-house in the old Twenty-fourth Ward, with the Twenty-seventh Ward, that has been dissected from it.

[The plan proposed is to erect two structures of small size, one in the Twenty-fourth, and one in the Twenty-seventh.]

A number of notes were received from the different districts, asking very earnestly that Councils would prove the truth of the adage that "a stitch in time saves nine," by making appropriations for repairs to sundry school A note was received from the Secretary of the

Board, announcing that the cost of printing the last annual report was \$4086. The Committee on Appropriations reported bills to the amount of \$140,986 26, and for them warrants were ordered to be drawn,

The Committee on Property reported a resolution increasing the salary of Lewis H. Esler, Inspector of the Erection of School Buildings, to \$298.33 per month. This was agreed to. A report, with a recommendation to Councils

to take up a lot on Green street, east of Broad, running back to Monnt Vernon street, for the purposes of a new Girls' High School building, was agreed to.

A report was received adverse to the confirmation of Miss Lucy M. Aldrich as principal of the Colored Unclassified School of the First

Mr. Taylor offered a resolution that Miss Aldrich be confirmed. Mr. Hilles represented that, in his opinion,

alter she had resigned another position, was ineligible to the one in question.

Mr. Shippen desiring to speak upon the subject, placed Mr. Elkin in the chair, and took floor. He submitted the annexed report

Miss Aldrich having been appointed some time

from the City Solicitor. ult., asking whether, under the act of February 17, 1865, you can properly confirm the appoint ment of a teacher who, though holding a position as teacher at the time of the passage of the act, resigned subsequently, and has since been appointed by a sectional board, without having examination required by the first section, and therefore without having received the certificate required by the second section of said act. I would reply that, by the act in ques-tion, the Legislature have peremptorily required that all persons who shall desire to become teachers "shall be examined, and that no person shall be elected to the position of teacher unless he or she shall have been found duly qualified. and shall have received a certificate of qualifica-

This rule is laid down by the strongest affirmative and the plainest negative words; no discretion is left to the Board of Control in the matter; no exception is provided for.

Though the applicant may have been a teacher, and may have rendered entire satisfaction, still he or she is simply "a person who desires to become a teacher," and must comply with the provisions of the act. JAMES LYND, City Solicitor.

Yours, etc., A motion was made to place in like category Miss Crawford, of the Seventeenth Section, and Miss Walton, of the Twenty-filth Section.

After some debate this was lost, and an amendment confirming the election of the young ladies named was agreed to.

Mr. Freeborn offered a resolution dispensing with the August meeting. Agreed to. A resolution to appoint weighers of coal, to Ell existing vacancies, was agreed to.

ALDERMANIC FINES AND PRINALTIES .- The action taken by Councils in reference to the return of fines and penalties received by committing magistrates has had the effect of in creasing the payments on this account to the City Treasurer, as the following statement of the sums paid this month will show:—J. R. Massey, \$64; O. L. Ramsdell, \$58; Charles Senix, \$47; William B. Heins, \$33; T. T. Hoimes, \$56:50; J. C. Tittermary, \$80; Louis Godbou, \$41; Wit-liam Toland, \$37; W. H. Butler, \$19; S. P. Jones, \$251 50; Robert Hutchinson, \$370. The two last named amounts were from several previous months. \$2.50 was also received from William Netil, for fines, who is not a committing magis-

WINNEMORE.-Immense efforts are being made to obtain a commutation of the sentence of the murderer of Mrs. Magitton. A number of delegations have been to Harrisburg to exert their influence with the Governor, and eudeavor to secure a reversal of the sentence, or a com-mutation to imprisonment for life. It will be remembered that the defense made by his coun-sel was that Winnemore was insane. The keepers of the prison have always smited at the plea, and everybody having any care of him knows that the pretext is hollow. The Governor thus far has not signed the warrant of execution. Winnemore is lattening in his cell. He appears to be unconcerned as to his fate.

THE IMPEACEMENT COMMITTEE .- The special committee of Councils appointed to consider the question of impeaching William J. Ovens, one of the Assessors of the Seventh Ward, met yesterday to agree upon the report to be made to Councils. The committee sat with closed dcore, but it was understood that the testimony was considered sufficient for them to report that Mr. Ovens should be impeached. Under the rules governing the Legislature of Pennsylvania, and which have been adopted by Councils, snother committee will have to be appointed to prepare the articles of impeachment, and then a third committee will have to be selected before any final action can be had in the case. before any final action can be had in the case,

A CHANGE IN THE WEATHER during the past twenty-tour hours deserves a passing notice. The mercury, which ranged among the nineties for nearly a week, suddenly descended yesterday afternoon to sixty-seven degrees. The day

was clear and cloudy at times, but about 4 o'clock the western horizon was obscured by a bank of as black, augry tooking clouds as ever darkened the rays of the sun.

Hospital Items, - Dennis Rogers, aged thirty-two years, residing at Pine street wharf, bud his shoulder dislocated by falling down a

Henry Lapier, aged twenty-nine years, living at No. 708 St. John street, had a leg tractured by being caught between the hoisting machine and floor of Harrison, Havemeyer & Co.'s storehouse, at Almond street whar!.

CAMDEN M.E. CENTENARY CHURCH.

Laying of the Corner-Stone of the Chapel of the Centenary Methodist Episcopal Church, in Camden, Yesterday-Interesting Ceremonies - Addresses by Bishop Simpson and Others.

About two years ago eighty members of the over-crowded Third Sireet Methodist Episcopal Church (Rev. S. Vansant pastor) left that church and formed a new interest. Since then they have worshipped in Morgan's Hall, having called to the pastorate Rev. Mr. Baker, a young but very efficient minister.

The little flock have prospered, and yesterday

their project of building a suitable house of womship was realized in the laying of the cornerstone of the chapel. This building, which is 40 by 80 feet, will be constructed of Trenton brown stone, in the style of the decorated dothic, with a steeple 65 feet high; it is but a part of the design, a church 55 by 100 feet being in contem-plation, which will be erected as soon as suffi-

cientiunds can be raised.

The members of the congregation have been very liberal in their contributions, the largest of which are as follows:-Benjamin H. Browning, \$2000; J. C. De Lacour, \$1000; William Barlow, \$1000; and C. Sioan, \$1000. \$12,000 in all have been contributed towards the amount (\$25,000) which it is expected the chapel will cost when completed.

completed.

The exercises, owing to the threatening aspect of the weather, were conducted in Morgan's Hall. After the singing of a hymn, and a prayer, Rev. Dr. Whitecar was introduced. He congratulated the minister, officials, and members of Centenary Church on the happy occasion which assembled them together. He saw in this imagination the noble edited that has surging up not to be merely a temporary has sprung up, not to be merely a temporary thing, but to serve a great moral purpose in the community, and he regretted that, owing to the uni ropitious state of the weather, they were not permitted to assemble in the open air, on the site of the building. The society had pai \$2500 for the lot, and he might refer to the fact that not more than a century and a half ago a hundred acres, extending from Cooper street to Kaighn's line, was sold for five shillings. The speaker then gave a short history of Methodism in Camden, and concluded by bidding the brothers and sisters God speed in their noble work.

Rev. J. B. Dobbins was then introduced. He spoke substantially as follows:—There are three things implied in this corner-stone laying, and in this church building. The first is a religious faculty or nature in man. Man is inherently and essentially religious, and there never was a greater mistake than that which a flippant in-fidelity has charged, that religion is the result of the priestcraft, on the part of designing men, to accomplish certain purposes through the me-dium of the Church. Man is religious wherever you find him. We have no history of any tribe or of any race or community that have no re-It was affirmed, as the result of an investigation, that a tribe or a number of tribes had been found in Central Africa who had no religion. This was found to have been based upon a superficial investigation, and it was ound not to be so. To talk of religion as the fruits of priestly intervention is simply absurd. You talk just as rationally if you say that the butcher and the baker created hunger, forgetting that hunger and appetite created them. It is just so about this religious nature of ours. There is another thing implied in this church building. It is our faith in the peculiar form of revealed religion. It is not only worship, it is not only a church, but it is Christian worship. It is a Christian Church which we are here to organize, to erect and prepare for the worship and service of the great Jehovah. The speaker continued at some length and was distened to with deep attention throughout his able address.

Bishop Simpson was next introduced. -We are here gathered around, in fancy, the corner-stone of the new church, where we expect shortly to go in person, to praise God for goodness in the past, to take courage fromwhat He is doing for us now, and to look for ward with hopeful, joytul pleasure towards the future, which we expect to realize here and hereafter. These earthly temples are types of the heavenly. We meet to sing and hear and speak and pray, anticipating the time when in the glorious Church triumphant we shall meet with the whole of Christ's glorious family, where the songs shall be those of Moses and the Lamb, where prayers shall be turned into praise, where God Himself shall dwell in the midst, and there shall be no need of a temple made

We are here to bid God-speed to this new organization. Two or three questions naturally spring up in the mind, and the first one is, Is this new Church apparently a necessity? I think from the remarks that have been made by my brethren, as well as from my own knowledge of the wants of this great city, you cannot but respond that the new organization is greatly

city is growing rapidly, and while Methodism has done something here, it has not kept pace with the growing population of this young and vigorous place. As it is enlarging. there must be a new church edifice; accommo dations must be turnished, or Christianity will not properly influence the public mind. As one of the families of Christ, we must keep pace with this growing population, and add church to church. It is known that, in selecting the ground for this edifice, you have fixed upon a place of prominence—a place beautiful and control. central.

It is known further, that the design of those who have undertaken the erection of the build-ing, is that it shall be one of permanent architectural beauty. It shall be both commodious and neat. The question may arise, Is it right to build a church of more architectural beauty than the other Methodist churches of this city? I desire to say that there is nothing in our holy religion incompatible with beauty. We have the Divine sanction for creeting neat, tasteful, and commodious churches, and there is, there fore, no impropriety in it. Wherever God has given us, in the Holy Scriptures, an indication of His will. He has shown us that the House of God ought to be the most beautiful building mong the edifices of men.

When the Israelites were camped in the wilder ness, when the tents were arranged in that equare, four tribes on this side and four on that, and four on this side and four on that, there was reared in the midst the Tabernacle of God. God showed Moses the pattern in the Mount, and he reared a beautiful tabernacte, not from his own device, not from his own architectural skill; but ince there must be a tabernacle of God's placed among the people, on the top of Mount Sinat God showed him the pattern for the Holy Taber-

Coming down to earth, He made that taber nacle, while the tents of Juden and while the tents of the other trices were spread abroad in lowliness, and yet with some degree of beauty; here, in the centre, he raised a taber-nacle more beautiful by far than any other in which the princes of the children of Israel dwelt. Look at it! reared upon its pillars, see it shine with silver and gold. Behold it covered with its tapestry! See those cherubs made out of beaten gold bent over that Mercy Seat made of gold, where the Shekinah was to dwell, the place God selected for Himself. See the place where the golden cherubs bow down over the Mercy Seat. It was there God selected dwelling-place, and from that place He spoke of His law to man.

We have a verbatim report of Bishop Simp-son's address, but owing to want of space are compelled to come to rather an abrupt termination

At the conclusion of this eloquent address, the congregation proceeded in a body to the site of he chapel, and after a few remarks by the

Bishop, the following articles were placed in the box, to be deposited in the corner-stone: -The Holy Bible: Methodist Hymn-Book; North American and United States Gazette, of Philadelphia, July 8, 1867; Christian Advocate and Journat, July 4, 1867; Records of the Officiary of the Church, containing the names of the members and choir; specimens of the Continental and present currency; and copies of the Camden papers. The vast assemblage then dispersed.

Excursion.-The Camden Encampment, No. 12, 1. O. of O. F., will visit Cape May on the 17th of July on an excursion. A hand of music will accompany them, and a grand time is anticipated. The last bost leaves Market street (upper ferry) at 6 o'clock A. M., giving about right hours at the Cape.

## MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA-THIS DAY. SUN RIBES 407 MOON RIBES 723 HIGH WATER

PHILADELPHIA BOARD OF TRADE WILLIAM C. KENT.
THOMAS F. ASHMEAD,
CHARLES WHEELER,

FOR AMERICA.

Peruvian Liverpool. Quebec.
Cheego Liverpool. New York.
Eavaria Hamburg New York.
Habrilab Liverpool. New York.
Alahanis London. New York.
Alahanis Liverpool. New York.
Alemania. Southampton. New York.
Bosphorus Liverpool. New York.
Bosphorus Liverpool. New York.
Edinburgh Liverpool. New York.
Edinburgh Liverpool. New York.
Edinburgh Liverpool. New York.
FOR EUROPE.

Russia New York Liverpool.
C. of Dublin. New York. Liverpool.
Union New York. Liverpool.
Union New York. Hiverpool.
NorthernLight.New York. Havre.
Manhattan. New York. Liverpool.
NorthernLight.New York. Bremen.
Fib. New York. Liverpool.
C. of London. New York. Liverpool.
Saxonia New York. Liverpool.
Saxonia New York. Liverpool.
Saxonia New York. Changow.
COASTWISE, DOMESTIC, ETC.
Pioneer. Philada.
Wilmington. MOVEMENTS OF OCEAN SPEAMERS. Pioneer Philada Wilmington Rising Star New York Aspinwall. H. Uhauncey New York Aspinwall. Columbia New York Hayana Wyoming Philada Sayannah Driiada New Oriesa Tiogs.......Philada.....New Orleans... Gen. Meade.....New York...New Orleans... Philada......Charleston... New York....Havana...... 

CLEARED YESTERDAY. Steamship Pioneer, Bennett, Wilmington, N. C., Philadelphia and Southern Mail Steamship Co.
Schr M. W. Eupper, Hupper, Boston, Warren, Gregg & Morria.

Schr N. and H. Gould. Crowell, Boston, D. Cooper.

Schr Hannibal, Cox. Belfast, Blakiston, Graeff & Co.

Schr Hending RR. No. 43, Powell, Hartford, do.

Schr J. Whitehouse, Jones, Salem, Audenried, Norton & Co. Schr Garland, Libby, Boston, Borda, Kellar & Nutschr S. B. Wheeler, McLaughlin, Boston, New York and Schuyikill Coal Co.
Schr Franklin, Tice, Miliville, W. B. Jones & Bro.
Schr Hamburg Sprague, Boston, L. Audenried & Co.
Schr Clara W. Eiwell, Glics, Salem. do.
Schr W. H. Rowe, Whittemore, Hallowell, Griscom & Schr H. Baker, Webber, Portland, Wannemacher &

Co.
Schr Reading RR, No. 49, Trainer, Norwich, do.
Schr M. A. Loughery, Loughery, Washington, Castner Stickney & Weilington.
Schr Dart, Calloway, Washington, Hammett & Neill,
Schr Potomac, Eldridge, Middletown, Captain,
Schr Ontara, Huntley, Portsmouth, Captain,
St'r H. L. Gaw, Her, Baltimore, A. Groves, Jr.
St'r Mayflower, Robinson, New York, W.P.Clyde&Co.
Tug Thos, Jefferson, Allen, for Baltimore, with a tow
of barges, W. P. Clyde & Co.

of barges, W. P. Clyde & Co.

ARRIVED YESTERDAY.

Steamship Tioga, Morse, from New Orleans, via Ravana, with cotton, sugar, etc., to Philadelphia and Southern Mail Steamship Co.

Schr M. H. Reed, Benson, 5 days from New Bedford, with oil to J. B. A. Allen.

Schr Bee, Hearn, 3 days from James river, with immer to I. B. Phillips.

Schr Leesburg, Davis, from Bucks' Harbor, via Delaware Breakwater.

Schr J. Whitehouse, Jones, from Boston.

Schr S. B. Wheeler, McGlaughtin, from Boston, Schr Reading RR. No. 42, Poweil. from Mystlc. Schr Garland, Libby, from Boston.

Schr Garland, Libby, from Boston.

Schr Garland, Libby, from Boston.
Schr C. W. Elwelt, Glbbs, from Boston.
Schr W. H. Rowe, Whittemore, from Hallowell.
Schr Hamburg, Sprague, from Newport.
Schr M. A. Loughery, Loughery, from Norwich,
Schr Franklin, Tice, from Millville.
Schr S. P. M. Tasker, Allen, from Bath.
Schr Potomac, Eldridge, from Black Rock,
Steamer E. C. Biddle, McCue, 24 hours from New
York, with mdse, to W. P. Clyde & Co.
Steamer Diamond State, Tajbot, 13 hours from Battlmore, with mdse, to J. D. Ruoff.
Tug Thos, Jefferson, Allen, from Baltimore, with a
tow of barges to W. P. Clyde & Co.

MEMORANDA.

Ship W. H. Jenkins, Durkee, for Philadelphia, entered out at Liverpool 27th uit.

Barque Barlow, Dunn, from Loudon for Philadelphia, was spoken 7th Inst., off Nantucket,

Barque Elien Stevens, Crouchen, for Philadelphia, cleared at Boston 8th Inst.

Brig Kossack, Elliott hence, at Boston yesterday.

Brig W. H. Parks, lately ashore at Tybee, sailed for Darlen 3d Inst. Darien 3d inst.

Brig Arichat West, Paon, hence for Antwerp, was spoken 22d uit, no lat. etc.

Brig Scotland, Rose, for Philadelphia, cleared at Boston 8th Inst. Schr Frigate Bird, Johnson, hence, at St. John, N. B., 7th Inst.

Schr Bonny Boat, Kelly; E. B., Wheaton, Little; C.

E. Elmer, Haley; Silver Magnet, Watson; and S. A.
Boice, Boice, hence, at Boston 8th Inst.

Schr Helen Mar, Nickerson, for Philadelphis, cleared New York yesterday. Schr D. McQueen, Thompson, hence, at Baltimore th inst.
Schr Reading RR, No. 45, for Philadelphia, sailed
rom Norwich 5th inst.
Schr H, Crosby. Potter, for Philadelphia, sailed from
Veymouth 4th inst. hr Eliza Frances, Sawyer, hence, at Portland 5th estant.
Schr S. J. Vaughn, Vaughn, bence, at Weymouth 3d oat, and sailed on the 6th to return.
Schrs Crest of the Wave, Young, hence for Boston, and Wellington, Barber, do. for Bath, at Edgartown by the 5th inst. Schr Mary Biley, Biley, hence, at Weymouth 5th instant.

Schra Fly, Fennimore, and M. E. Coyne. Facemire, for Philadelphia, satied from New Hedford 7th Inst. Schra J. C. Brooks, Burgess: M. Titton, Fritzinger, and S. H. Sharp, Webb, for Philadelphia, salled from Salem 6th inst.

Schr J. A. Crawford, Buckley, hence, at Danvers 3d instant.

instant.

Schr R. Borden, Borden, for Philadelphia or George-town, salled from Fall River 7th inst. NOTICE TO MARINERS.

The Spanish Government has declared all the Italian ports fool with cholers, and vessels coming from any port of Italy will have to perform ten days quarantine at Port Mahon.

A green busy, marked with the word "Wreck," has been laid fitteen inthoms B.S.E. of a vessel sunk in eight fathoms at low water spring tides with the South Race's Bank busy bearing N. by E. by compass, and distant about two miles.

By order. P. H. BERTHON, Secretary.
Trinity House, London, June 24, 1887. The Italian Government has given notice that from The Italian Government has given notice that from the 5th day of May, 1807, a 11ght would be exhibited from a lighthouse recently erected on the Santa Croce Rock, near Viesta, on the coast of Italy.

The light is a fixed white light, visible from seaward between the hearings S.EW. round by S. and W. to N.: it is cleavated 131 feet above the level of the sea and in clear weather should be seen from a distance of lifteen miles.

The illuminating apparatus is dioptric, or by lenses The fourth order.

The tower is octagonal, whitish stone color, rising from the keeper's dwelling, and its position, as given, is lat. 41 52 N., ion. 18 125 E. of Greenwich.

The light is intended to indicate the position of Gargano head.

CORNEXCHANGE

N. E. COTHER OF MARKET and WATER Streets,
Philadelphia.
DEALERS IN BAGS AND BAGGING
Of every Description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone
Dust, Etc.
Large and small GUNNY BAGS constantly on hand,
222]
JOHN T. BALLEY.
JAMES CASCADEN.

T. STEWART BROWN, S.H. Corner of POURTH and CHESTNUT BTV MANUFACTURER OF TRUNKS, VALISES, and BAGS suitable for Europe (Formerly at 708 CHESTNUT ST.)

## RAILROAD LINES.

RAILROAD LINES.

NOETH PENNSYLVANIA RAILROAD.—
THE MIDDLE ROUTE.—chornest and most direct route to Betalehem, allentown, Manch Chunck, Hazelton, White Hawer, Wilke-barre, Mahanoy City, Mount Carmel, and all points in the Lebign, Mahanoy, and Wyoming cold regions.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DAILLY TRAINS.

On and after WEDNE-DAY, May 8, 1967, Passenger trains leave the New Depot, corner berks and American streets, daily (sundays excepted), as follows:—At 7-45 A. M.—Morning Express for Betalehem and Principal Stations on North Pennsylvania Raitroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Stating on, Mauch Chunk, Westherly, Jeansylle, Hazelton, white Haven, Wilkesburre, Kingstor, Pittston, and all points in Lebigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawless Bailroad, for Mahanoy City, and with Catawless Bailroad to Kentre Baile Baille Bai ork. At 5 45 A. M.—Accommodation for Doylestown, stop At 6 45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartaville, by this train, take the single at Old York road.

At 10 15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1 B. P. M.—Express for Bethiehem, Allentown Mauch Chank, White Haven, Wittesbarre, Mahanoy City, Centralia, Shenandoab, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

Passengers for Greenville take this train to Quakertown.

At 2-48 P. M.—Accommendation for Doylestown, stopping at all intermediate stations, Passengers take alage at Doylestown for New Hope; at North Wales for Sumneysown.

At 4 P. M.—Accommedation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Adingt 5; for Lumberville at Doylestown.

At 0-20 P. M.—Through accommodation for Rething and all stations on main line of North Pennsylvania Baliroad, connecting at Bethiehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 6-20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11-20 P. M.—Accommodation for Fort Washington.

ington,
TRAINS ARRIVE IN PHILADELPHIA,
From Bethiehem, at 9:15 A. M., 2:05 and 8:40 P. M.,
2:05 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanny,
City, and Hazleton. Passengers leaving Easton at
11:20 A. M. arrive in Philadelphia at 2:05 P. M., connect
at Bethlebem at 6:15 P. M., and arrive in Philadelphis
at 8:40 P. M. Doylestown at 8-25 A. M., 5-10 P. M., and

From Doylestown at 8-25 A. M., 6-10 P. M., and 7-40 P. M.
From Lansdale at 7-30 A. M.
From Fort Washington at 11-30 A. M. and 3-05 P. M.
ON SUNDAYS.
Philadelphia for Bethlenem at 9-30 A. M.
Philadelphia for Doylestown at 2-45 P. M.
Doylestown to Philadelphia at 7-20 A. M.
Bethlenem to Philadelphia at 7-20 A. M.
Bethlenem to Philadelphia at 4-30 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line ron within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office.

No. 105 S. FIFTH Street.

Florence.

At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edgewater, Riverside, Riverton, and Palmyra,

At 5 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Pish House The 1 and 11°20 P. M. Lines leave from Market Street Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows:—
At ll A. M., 430 P. M., and 12 P. M., (night), via Kensigton and Jersey City, New York Express Lines, Fare 43. Fare, \$3.
At \$, 10°15' and 11 A. M., 2°30, 3°30, 4°30, 5, and 12 P. M., for Treaten and Bristol.
At \$ and 10°15 A. M., 2°30, 5, and 12 P. M., for Morrisville and Tuliytown.
At \$ and 10°15 A. M., 2°30, 4°30, 5.Liand 12 P. M., tor

Schencka.

At 10:15 A. M., 2:30 and 5 P. M., for Eddington,
At 10:15 A. M., 2:30 and 5 P. M., for Eddington,
At 7:30 and 10:15 A. M., 2:30, 4, 5, 6, and 12 P. M., for
Cornwell's, Torresdale, Holmesburg, Tacony, Wissi
noming, Bridesburg, and Frankford, and at 8 P. M.
for Holmesburg and intermediate stations,
BELVIDERE DELAWARE RAILROAD,
For the Delaware River Velley, Northern Peansylvania, and New York State, and the Great Lakes,
daily (Sundays excepted), from Kensington Depot as
follows: follows:—
At 8 A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandaigua, Elmira, Ithaca, Owego, Roonester,
Binghamton Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,

etc. etc.
At 8 A. M. and 3 70 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc.
The 3 30 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethie-At 5 P. M. for Lambertville and intermediate Sta Lines from West Philadelphia Depot, via Connect-Ing Bailway, will leave as follows:—
At 1780 and 630 P. M. Washington and New York
Express Lines, via Jersey City, Fare, 83 25.
The 630 P. M. Line will run daily. All others, Sundays excepted.
WM. H. GATZMER, Agent,

DHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE RAILROAD.
TIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1867, Trains will leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:
Way Mail Train at 850 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for 
Cristicid and intermediate stations.
Express Train at 1150 A. M. (Sundays excepted) for 
Baltimore and Washington.
Express Train at 870 P. M. (Sundays excepted) for 
Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.
Night Express at 11709 P. M. (daily) for Baltimore and 
Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at 
Newcastie, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connectfoig at Cristicid with Host for Fortress Monroe, Norfoik, Portsmouth, and the South.

Passenger's for Fortress Monroe, Norfoik, Portsmouth, and the South.

Passenger's for Fortress Monroe, Norfoik, Portsmouth, and the South.

Passenger's for Fortress Monroe, And Crisfield will take the 1150 A. M. Train. Via Crisfield will take the 1150 A. M. Train.

Stopping at all Stations between Philadelphia and 
Wilmington.

Leave Philadelphia at 1230, 200, 430, 600, and 1178

Stopping at all Stations between Philadelphia and Whimington.

Leave Philadelphia at 12:30, 2:06, 4:30, 6:00, and 11:30 (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 6:00 P. M. Train runs to New Castle.

Leave Wilmington 6:30, 7:15 and 8. A. M., 4:00 and 6:0 (daily) P. M. The 7:15 A. M., 7:15 in will not stop at stations between Chester and Philadelphia.

FROM BALITIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way Mail. 9:25 A. M., Express. 2:10 P. M., Express. 6:35 P. M., Express 8:55 P. M., Express.

SUNDAY TRAIN FROM BALITIMORE.

Leaves Baltimore at 3:55 P. M., stopping at Havrede-Grace. Perryville, and Wilmington. Also stope at Northeast, Elkton, and Newark to take passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office. No. 625 CHEENUT Street, under the Coutinental Hotel. Persons purchasing tickets at this office can have their haggage checked at their residence by the Union Trambr Company.

48

SHORTEST ROUTE TO THE SEA-SHORE! Five Trains daily to Atlantic City, and one on Sun Mail 730 A. M. Freight, with Passenger Car attached 515 A. M. Express (through in two hours) 700 P. M. Atlantic Accommodation 415 P. M. BETURNING-LEAVES ATLANTIC METALLIC ACCORDANCE OF THE STREET OF

Atlantic Accommodation #15 P. M.

Becursion #14 P. M.

Mail #46 P. M.

Express (through in two hours) 708 A. M.

Accommodation #15 A. M.

Jouction Accommodation to Jackson and intermediate Stations leaves Vine street. \$25 P. M.

BADDONFIELD ACCOMMODATION TRAINS
Leave Vine street #100 P. M. 256 P. M.

Leave Vine street #100 P. M. 256 P. M.

BUNDAY MAIL TRAIN TO ATLANTICUTY
Leaves Vine street at 750 A. M., and Atlantic at 440 P. M.

Fare to Atlantic \$2. Round Trip Tickets, good only for the day and train on which they are inside, \$3. Tickets for sale at the Office of the Philadelphia Local Express Company, No. 625 CHESNUT Street and at No. 235 CHESNUT Street. Continental Hotel The Philadelphia Local Express Company, No. 625 CHESNUT Street and at No. 235 CHESNUT Street. Continental Hotel The Philadelphia Local Express Company, No. 625 CHESNUT Street and at No. 235 CHESNUT Street. Continental Hotel The Philadelphia Local Express Company, No. 625 CHESNUT Street. Will call for baggage in any part of the city and suburbs, and check to hotel or outlage at Atlantic City.

D. H. MUNDY.

E24 W. Agent.

RAILROAD LINES.

PEADING RAIL ROAD
PROMATHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
HE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1987,
Leaving the Company's Depot, at THIRTEENTB
sind Callowhill Streets, Philadelphia, at the following hours: lowing hours:

MORNING ACCOMMODATION,

At 720 A. M., for Reading and Intermediate Stationa
Returning, leaves Reading at 520 P. M., arriving in

Returning, leaves Reading at \$500 P. M., arriving in Philadelphia at \$10 P. M.

MORNING EXPRESS,

At \$15 A. M., for Heading, Lebanon, Harrisburg, Pottsville, Pincerove, Tamaqua, Sanbarry, Williamsport, Edmira, Rochester, Ningara Falls, Buffilo, Allentowu, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Edmira, etc., at HARRISBURG with Northern Central Qumberland Valley and Schuylkill and Susquehanna Gains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 8-30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Rasiroad trains for Columbia, etc. POTISTOWN ACCOMMODATION

Leaves Pottstown at 8-30 A. M., stopping at intermediate Stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 6-30 P. M.; arrives in Pottstown at 8-36 P. M.; n Polistown at 8-45 P. M. KEADING ACCOMMODATION

in Pottstown at 8-35 P. M.

READING ACCOMMODATION

Leaves Reading at 7-20 A. M., atopping at all way stations, arriving at Philadelphia at 10-15 A. M.

Returning, leaves Philadelphia at 5-30 P. M.; arrives in Reading at 7-45 P. M.

Trains for Philadelphia leave Harrisburg at 3-10 A.

M. and Pottsville at 3-45 A. M., arriving in Philadelphia at 1-30 P. M., Pottsville at 2-45 P. M., arriving in Philadelphia at 1-30 P. M., Pottsville at 2-45 P. M., arriving in Philadelphia at 1-45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7-15 A. M., and Harrisburg at 1-10 P. M., Connecting at Reading with Albarnoon accommodation south at 6-30 P. M., arriving in Philadelphia at 12-45 noon for Pottsville and all way stations. Leaves Pottsvilleat 7-00 A, M. for Philadelphia and all way stations. Leaves Pottsvilleat 7-00 A, M. for Philadelphia and all way stations.

All the above trains run dally. Sundays excepted.

Sunday trains leave Pottsville at 3-30 A. M., and Philadelphia at 3-31 P. M. Leave Philadelphia for Reading at 3-35 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate

CHESTER VALLEY RAILROAD.

P.M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-20 A. M., and 5-90 P. M. trains from Philadelphia, returning from Downingtown at 5-16 A. M. and 1-00 P. M.

M and 1-00 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI THE WEST

Leaves New York at 9 A. M. and 5 and 5 P. M. passing Reading at 1-00 A. M. and 1-00 and 10-06 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Haliroad express trains for Pittsburg, Chicas, O. Williamsport, Elmira, Baltimore, etc. Heiurning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 8-45 A. M. and 9 P. M., passing Reading at 4-8 and 10-30 A. M., and 4-20 and 11-15 P. M., and arriving in New York at 10-10 A. M., and 4-40 and 5-20 P. M. Sieeping cars accompany these trains through between Jersey City and Pittsburg, without 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 Pottsville at 7 and 11-20 A. M., and 1-46

P. M., returning from Tamsoua at 7-35 A. M. and 1-46

P. M., returning from Tamsoua at 7-35 A. M. and 1-46

Trains leave Pottaville at 7 and 11:30 A. M., and 7:15 P. M., returning from Tamaqua at 7:85 A. M. and 1:46 and 4:15 P. M. S. HUYLKILL AND SUSQUEHANNA RAILROAD

Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tremont at 7:25 A. M. and 5:25 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. Excursion tickets from Philadelphia to Reading and

Excursion tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Pottstown Accommodation trains, at reduced rates, Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Pottstown Accommodation trains, at reduced rates.

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

COMMUTATION TICKETS

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

MILEAGE TICKETS,

Good for 2000 miles between all points, \$5250 each for iamilies and firms.

SEASON TICKETS,

For three, six, nine, or twelve months, for holders

SEASON TICKETS,
For three, slx, nine, or twelve months, for holders
only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be fornished
cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above

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

FREIGHT TRAINS

Leave Philadelphia daily at 5:20 A. M., 12:45 noon, and 6 P. M., tor Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

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 2 is P. M.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. SUMMER ARRANGEMENTS. On and after MONDAY, June 21, 1867. Trains win leave Depot, THIRTY-FIRST and CHESNUT Streets, as follows:- WEST CHESTER TRAINS, Leave Philadelphia for West Chester, at 7:15 A. M., 11 A. M. 2:30 P. M., 4:15 P. M., 4:50 P. M., 7:00 P. M., and 10:30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 0:15 A. M., 7:15 A. M., 7:30 and 10:45 A. M., 1:55 P. M., 4:50 and 6:50 P. M. Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only.

Leave Philadelphia for Media at 5:30 P. M.

Leave Media for Philadelphia at 6:40 P. M., stopping at all stations.

at all stations.

Passengers to or from stations between West Chester and B. C. Junction going east, will take trains leaving West Chester at 7:15 A. M., and going west will take train leaving Philadelphia at 4:56 P. M., and transfer at B. C. Junction. transfer at B. C. Junction.

The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train teaving Front and Market streets thirty minutes previous to det arture.

The Chesnut and Wainut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Camden and Amboy RR. office, at Wainut street wharf, passing out Wainut street to the depot.

chemni street, past international den and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the depot.

ON SUNDAYS.

Leave Philadelphia at 8 vo A. M. and 2 P. M.
Leave Philadelphia at 8 vo A. M. and 2 P. M.
Leave Weat Chester at 7 45 A. M. and 5 P. M.
City Passenger cars. on Market street, will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7 lb A. M. and 4 so P. M., and leaving West Chester at 7 20 A. M. and 4 so P. M., and leaving West Chester at 7 20 A. M. and 95 P. M., connect at E. C. Junction with trains on P. and E. C. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD.

ANNAMESSIC SHORT LINE AND United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Philadelphia, Wilmington, and Balt.more Railroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsnore, Newbern, Charleston, Savanuah, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile, New Orleans, and intermediate points,

For tickets and information inquire at Offices, Nos. it and \$28 CHESNUT Street, or at Depot, BROAD birect and WASHINGTUN Avenue. [713m]
H. V. TOMPKINS, General agent Norfolk, Va.
C. J. TROWBRIDGE, General Passenger Agent. PAST PREIGHT LINE, VIA NORTH PENN-

HAST FREIGHT LINE, VIA NORTH PENNsylvania Rail-Road, to Wilkesbarre, Mahanoy Chy, Mount Carmei, Centralia, and all points
on Lonigh Valley Railroad and its branches.

By new arrangements, perfected this day, this road
is enabled to give increased despatch to merchandise
consigned to the above-named points.

Geods delivered at the Through Freight Depot,
S. E. Cor. of FRONT and NOBLE Streets,
before 5 P. M., will reach Wilkesbarre, Mount Carmei, Mahanoy City, and the other statious is Mahaney and Wyoming Valleys, before 11 A. M. of the succeeding day.

ELLIS CLARK,
Agent,

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY,
Commercing SUNDAY, June 22, 1887, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, foot of Market street (upper ferry), at 7 A. M.,
Returning leave Cape Island at 5 P. M., stopping at
principal Stations only.
Fare \$200, Excursion Tickets, \$400. Good this day
and train only.

WILLIAM J. SEWELL,

and train only.

DENNSYLVANIA CENTRAL BAILBOAD. SUMMER TIME, TAKING EFFROT JUNE 2, 1887.
The trains of the Peonsylvania Central Railroad leave the Lepot, at THIETY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one square of it.

On Suncays—The Market Street cars leave Front and Market Street thirty-five minutes before the departure of each train.

Sheping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transfer Company will call for and deliver busgage at the Depot. Orders left at No. Soil Chesnut street, or No. 1 South Eleventh street, will receive attention.

Thains Leave Depot. Viz.—

RAILROAD LINES.

THAINS LEAVE DEPOT, VIZ:—

Mall Train
Paul Accommodation, No. 107
Fast Line and Eric Express 129
Paul Accommodation, No. 5 121
Harrisburg Accommodation 27
Lancaster Accommodation 57
Farkesburg Train 57 rie Mail.....

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

Commencing TUESDAY, July 2, 1887.

9-60 A. M. Morning Mail.

3-60 P. M. Cape May Passenger.

RETURNING TRAINS LEAVE CAPE ISLAND.

6-30 A. M. Morning Mail.

5-60 P. M. Cape May Express.

Commutation tekets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company. Camden, N. J.

Through tickets can be procured at No. 23 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their oaggage checked at their residences.

An additional Fast Express train will be added on Saturday, July B, leaving Philadelphis at 4-00 P. M.; returning, leave Cape Island at 5-00 A. M. The SUNDAY MAIL and PASSENGER TRAIN leave Philadelphia at 7-00 A. M., returning leave Cape Island at 5-00 P. M.; from foot of MARKET Street (Upper Ferry), Commencing TUESDAY, July 2, 1867.

8-00 A. M. Morning Mail, for Bridgeton, Salem, Milvelie, Vincland, and intermedate Stations.

6-00 A. M. Cape May Accommodation.

5-00 P. M. Cape May Accommodation.

Cape May Freight leaves Camden at 12 M. West Jersey Freight Train leaves Camden at 12 M.

West Jersey Freight Train leaves Camden at 12 M.

(noop).

Freight will be received at Second Covered Wharf below Wainut street, from 700 A. M. until 500 P. M. Freight received before 900 A. M. will go forward the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue. 7 2 tf WILLIAM J. SEWELL, Superintendent. PHILADELPHIA, GERMANTOWN, AND

On and after Wednesday, May 1 TIME TABLE,
On and after Wednesday, May 1, 1887.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 8 16, 10, 11, 12 A. M. 1, 8\(\frac{1}{2}\), 3\(\frac{1}{2}\), 4, 5, 6\(\frac{1}{2}\), 6, 6, 10, 11, 12 P. M.
Leave Germantown 6, 7, 78, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 4\(\frac{1}{2}\), 6, 6\(\frac{1}{2}\), 7, 8, 9, 10, 11 P. M.
The 8'20 Down Train and 8\(\frac{1}{2}\), and 5\(\frac{1}{2}\) Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 9\(\frac{1}{2}\), A. M. 2, 7, 10\(\frac{1}{2}\) P. M.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3\(\frac{1}{2}\), 5\(\frac{1}{2}\), 7, 9 and 11 P. M.
Leave Chesnut Hill 7'10, 8, 9'40, and 11'40 A. M. 1'40, 3'40, 6'40, 6'40, 6'40, 6'40, 6'40, 10'40 P. M.
Leave Philadelphia 9\(\frac{1}{2}\), A. M. 2 and 7 P. M.
Leave Chesnut Hill 7'50 A. M. 12'40, 8'40, and 9'25 P. M.
FOR CONSHOROCKEN AND NORRISTOWN.

P. M.
FOR CONSHOHOUKEN AND NORRISTOWN,
Leave Philadelphia 6, 7%, 9, and 1106 A. M. 1%, 3,
4%, 5%, 6%, 808, and 11% P. M.
Leave Norristown 5 40, 7, 750, 9, and 11 A. M. 1%, 3,
4%, 6%, and 8% P. M.
ON SUNDAYS,

ON SUNDAYS,

Leave Philadelphia 9 A. M., 236 and 715 P. M.
Leave Philadelphia 9 A. M., 236 and 715 P. M.
Leave Norristown 7 A. M., 536 and 9 P. M.
Leave Philadelphia 6, 75, 9, and 11°65 A. M. 1½, 3,
4½, 5½, 6½, 6½, 9½, and 11½ P. M.
Leave Manyunk 6°10, 7½, 8°20, 9½, and 11½ A. M. 2
3%, 6, 6%, 9, and 10½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M. 23½ and 7½ P. M.
Leave Manayunk 7½ A. M. 6 and 9½ P. M.
W. S. WILSON, General Superintendent.
3
Depot. NINTH and GREEN Streets,

PHILADELPHIA AND ERIE RAILROAD. Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Fennsylvania.

ELFGANT SLKEFING CARS on all Night Traigs, Gn and after MONDAY, April 29, 1887, the trains on the Philadelphia and Erie Ballroad will run as follows:—

follows:— WESTWARD.

Mail Train leaves Philadelphia...
" leaves Williamsport...
" arrives at Erie.....

Erie Express leaves Philadelphia Mail Train leaves Eric 1025 A. M.

" leaves Williamsport 1025 A. M.

" arrives at Philadelphia 700 A. M.

Eric Express leaves Eric 500 P. M.

" leaves Williamsport 425 A. M.

" leaves Williamsport 700 A. M.

Eric Express leaves Eric 500 P. M.

" leaves Williamsport 825 A. M.

" arrives at Philadelphia 100 P. M.

Elmira Mail leaves Lock Haves 715 A. M.

" arrives at Philadelphia 540 P. M.

Mail and Express connect with all trains on Warren and Frankiln Rallway. Parsengers leaving Philadelphia is 1200 M. arrive at Irvineton at 640 A. a. and Oil City at 950 A. M.

Leaving Philadelphia at 720 P. M., arrive at Oil City at 435 P. M.

All trains on Warren and Frankiln Rallway make close connections at Oil City with trains for Frankiln and Petroleum Centre. Baggage checked through.

ALPRED L. TVLER.

General Superintendent.

DHILADELPHIA AND BALTIMORE CENTRAL RAILEOAL.—Summer Arrangements. On and alter SATURDAY, June 1, 1807, Trains will leave Philadelphia, from the Bepot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNOTT Streems (West Philadelphia), at 715 A. M. and 450 P M.

Leave Rising Sun at 5 15 and Oxford at 800 A. M., and leave Oxford at 325 P. M.

A Market Train, with Passeurer Car attached, will run on Toendays and Fridays, leaving the Rising Sun at 1115 A. M., Oxford at 1250 M., and Kennett at 1100 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 250 P. M., run ing through to Oxford.

The Train leaving Philadelphia at 7:18 A. M. con nects at Oxford with a daily line of Stages for Peach-Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4:50 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only, as baggarge, and the Company will not in any case be Rising Sun, Md.

Passengers allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special courract be made for the same.

B 112

HENRY WOOD, General Sup't.

912 ARCH STREET, —GAS FIXTURES, ETC.—VANKIRK & CO. would respectfully direct the attention of their friends and the public generally, to their large and elegant assortment of GAS FIXTURES, CHANDELIERS, and ORNAMENTAL BRONZE WARES. Those whating handsome and thoroughly made Goods, at very reasonable prices, will find it to their advantage to give us a call before surchasing elsewhere. urchasing elsewhere, N. B.-Soiled or tarnished fixtures reneished with di care and at reasonable prices.

PHILADELPHIA BURGECN'S
BANDAGE INSTITUTE, No. 14 N.
NINTH Bireel, shove Market.—B. C
EVERETT, after thirty years' practical experience
guarantees the childid addressment of his Precing
Patent Graduating Pressure Trues, and a variety a
others. Eupporters, Essatic Stockings, Shoulds
Biracce, Urutches, Euspenders, etc. Ladles' so-vi
ments conducted by a Lady,

1200