REVIEW OF NEW BOOKS.

COMING WONDERS EXPECTED BETWEEN 1867 AND 1875. Explaining the Future Literal Ful-filment of the Seals. Trumpets, Vials, and other Prophecies of Revelations and Daniel, other Prophecies of Revelations and Danie, within the Final Seven Years; commencing with a Napoleonic-Judaic Septennial Cove nant for the National Restoration of the nant for the National Restoration of Re ligion; the First-fruits Ascension of 144,000 Translated Christians; the Latter-day Wars, Famines, Pestilences, and Earthquakes; Fiery Ordeal of Britain and America; the Great Tribulation and Anti-Christian Persecution for three and a helf years—The Slaughter of the Witnesses—The Second Ascension of Innumerable Christians—The Closing Conflict at Armageddon—The Personal Reign of Christ on Earth fear theory and the Christ on Earth fear theory. Christ on Earth for a thousand years. By Rev. M. Baxter. Philadelphia: J. B. Lippincott

A New York critic, on whose judgment we can place some reliance, solemnly assures us that "no man can read this work through and remain sane." So in order to avoid so dire a catastrophe as idiocy, we have only read portions of the book, and the portions read justify the kindly warning of our New York brother. Looking at the works of St. John and of Mr. Baxter, another reviewer asserts that "we are placed in a dilemma from which there is no escape: either St. John or the Rev. Mr. Baxter had a screw loose." And we really do not see that any other alternative can be submitted to the intelligent reader. If Mr. Baxter writes for intelligent inhabitants of Kirkbride's, he has furnished them with a literature which can be read with equal interest at all times. There is no necessity for lucid intervals. When the phrenzy is in the head, the work is as clear as in the calmer moments. As to any one not inspired by non compos, it is too much by far; "such knowledge is too high for me, I cannot attain unto it." When the reader first opens the book, he sees a sight which makes his soul recoil in terror. A dozen villanous wood-cuts act as a preface. If he escapes safely the Macedonian ram, which is in the act of committing suicide over a precipice; the woman and the dragon, the latter being only imaginable in a man who is addicted to the "rams;" the seals, which consist of various equestrian exercises, the phials held by female forms executing a light fantastic pas in the air, the ten-horned beast, with the dome of the capitol at Washington in the distance, and a series of trumpets, strangely resembling walking sticks-if, we say, he escapes all these and dies in his bed, he is a hero worthy of a crown.

The great aim of the work appears to be an effort to connect Louis Napoleon and Anti-Christ, and to wind up the affairs of the world in or about the year 1875. Now the reason the Emperor is Anti-Christ is mixed up with the number 666. This opinion was held by "forty writers," which we take on Mr. Baxter's word. We let the author connect Napoleon with the - for himself:-

"The name of Louis Napoleon in Latin, Greek, and Hebrew, contains 666, which is fore-told in Rev. xiii, 18, to be the number of the Wild Beast's name. Louis in Latin is Ludovicus, and L 50 plus u 5 plus d 500 plus v 0 plus v 5 plus t 1 plus c 100 plus u 5 plus s 0 — 666. Again, the Greek dative of Napoleon is Napoleonti, and N 50 plus a 1 plus p 80 plus o 70 plus t 30 plus e 5 plus o 70 plus n 50 plus t 300 plus t 10 — 666. It is in this inscriptive form of the dative case that the Emperor Napoleon's name is to be written the Emperor Napoleon's name is to be written on temples, shrines, and his worshippers' hands A permissible Greek form for Louis Napoleon (Lois Napoleon), also gives 606 as the sum of its letters. Furthermore, in Hebrew, the words Louis Napoleon Buonaparte make up altogether 666. There clearly appears also to be a radical identity between the words Napoleon and Apollyon or Apoleon in one of its Greek forms— Apollyon or Apoleon in one of its Greek forms—the predicted name of the last Head of the Roman Empire in Rev. ix, 11, the letter N prefixed to apoleon being an abbreviation for Nai, the Greek for verily or truly; thus Napoleon means truly Apollyon.'

All of which is doubtless very convincing to the reader, but why the Latin of Louis should be taken instead of the Greek, and why the dative case must be selected instead of the nominative, and why all of the name is used once and only part of it at another time, is rather mysterious. Probably we are not to be let into the secrets of the inter penetralia, from which we are to be excluded.

The reason why the world is to come to an end in 1875 is also conclusive. From Daniel, it seems that the world is to exist 1260 from the "Primary fulfilment;" new add 1260 to 534-8, the date of the Justinian edict (?), will be 1794, which is the first period. Now from this time till the sixth vial begins to dry up the Euphrates, which for the sake of perspicuity we will suppose to mean the Turkish Empire-though we see no good cause for such a supposition-is 30 years, which brings us down to 1824-8. Now, 2300 years from the seventh year of Artaxerxes, the Holy Land will commence to be cleared, so that it was commenced to be cleared in 1844-7. The reason we have not heard of it is probably because the contractors are not hard at work, and have made but little progress. Then supposing the 42 months mentioned in Revelation to mean 1260 years, by adding 1260 to the date of the decree of Phocas (?) in 606-13, we have 1866-73, which exactly corresponds with 360 years plus 1517 A. D. (date of the Reformation in Germany). all to 4 years. So that we may exist until 1877, but probably will not. It is not safe to feel sure about it after 1873. From this the reader will doubtless feel alarmed, but the days of the "sterile primetary" are num-

bered. If the calamities depicted by the Rev. Mr. Baxter are really in store for the earth during the next ten years, we would advise all our readers "to shuffle of this mortal coil" with a bare bodkin, and thus escape unheard-of tortures. From a list of about 666 we select one, which is rather the mildest of any mentioned. It is the visitation of demon scorpion locusts:

"The supernatural character of the scorpionloct ts, that are to come out of the smoke of
the bottomless pit, is sufficiently evidenced by
the fact, that they are sedulously to avoid
killing a single individual, or injuring the trees
or grass or any green thing, although ordinary
locusts voraciously devour every green thing
and particle of vegetation within their reach
There seems in fact no doubt but that these
scorpion-locusts are evil spirits permitted to
assume such a shape, and to return from hell to
earth for these five months, in order to torment
the AntiChristian apostates. This was the
opinion of high authorities in the Primitivs "The supernatural character of the scorpion-

Church, as is stated by the learned Dr. Todd, who himself maintains this view, in common with Cornelius a Lapide and Andreas, Bisnop of Casarea in A. D. 600, who gave it as the opinion of color of the control of the of older commentators. J. Kelly, Zippel and other modern expositors hold the same view.

"The errand of termenting mankind is perfectly congenial and natural to the malignant, cruel, and merciless character of the lost spirits of hell. There can indeed be no question but that legions of demon spirits even now invisibly roam about the earth, and injure people, but these will be a particular class of infernal satanic spirits, coming up in visible form from the bottomless pit, and capacitated for tor-turing their victims with the most painful of all stings—that of the scorpion. Its painful effect is thus described in Dioscorides, Book iii,

""When the scorpion has stung any one, the place becomes inflamed and hardened, it reddens by tension, and is painful by intervals, being now chilly, now burning. The pain soon rises high and rages sometimes more, sometimes less. A sweating succeeds, attended by a shivering and trembling; the extremities become dold; the groin swells; the hair stands on end; the visage becomes pale, and throughout the skin there is the sensation of perpetual pricking, as if by needles."

If we believed these 666 horrors, we should certainly cheat the scorpion-locusts of one victim, at all events.

But with all this show of madness on the part of the Rev. Mr. Baxter, we occasionally have a dreadful suspicion that it is not all phrenzy, but that there is a method in it which savors of the filthy lucre. Thus, after explaining with great clearness the little spirit of the second horn, and shown it, like everything else, to mean Louis Napoleon, we find the following paragraph savoring of

"Relievers in these views will find the pam-"Believers in these views will find the pamphlets—The Coming Battle (32 pages, 24.) and the twenty-cent abridgment of the Napoleon treatise (92 pages)—very useful for distribution in their respective neighborhoods. It may also be mentioned that as it is the author's aims to mentioned that as it is the author's aims to send gratuitously one or other of these pamphlets to as many ministers as possible, especially in country places and distant colonies where such information is not easily obtainable, and particularly during the present postal facilities for spreading information, before they are greatly impeded by approaching wars and revolutions; with this object, any sum of money can be sent to him, Post-office Box No. 1199, Philadelphia, for the gratis circulation of these prophetic works by persons who may wish prophetic works, by persons who may wish thus to help in disseminating these views." On which a contemporary remarks:—"Perhaps people may be caught sending 'any sum of money' to Box 1199, but we rather think it would be somewhere near their tenth horn."

We rather think that any such donators would be afflicted with a verdancy in the corner of their eyes. In concluding our notice of this truly valuable publication, we can only express the hope that Louis Napoleon will not suddeply die; for if he should, the edifice composed of 666 stones would be shaken to its foundation, and the whole series of satisfactery calculations fall to the ground.

MY GIFT, AND OTHER POEMS. By Cyrus Elder. N. Tibbals & Co., New York. Philadelphia Agent: D. Ashmead.

The poems published as issuing from the pen of Mr. Cyrus Elder we think must have been written by "Gifted Hopkins," whose style is made familiar to us in "The Guardian Angel" of Dr. Holmes. He possesses that rhythm without sense, that jingle without intelligence, in which Hopkins excelled. Mr. Elder plagarizes his metres from other poets: he gives us no new figures, but certainly selects rather peculiar subjects for poetic rhapsody. Thus the effusion from which the work derives its title commences:-

"A fairy dame, when I was born, Or kind or cruel, she was wise, Took magic ointment in her palm, And touched one of my eyes.

"Thenceforward through my life I wear Two eyes endowed with different sight; Two visions haunt me everywhere, Diverse—nor know I which is right,"

This is the first occasion we ever heard a poet glory in his misfortune, or address his muse to an affliction of his eyes. Poor fellow He evidently tries to be cheerful under the obliquity of vision with which nature has cursed him, and tries to impute his cross-eyes to a good fairy. Well, we hope he is reconciled to his affliction; but really, it would be better to write on the leaves and flowers than to select an ocular subject. But de gustibus non disputandum.

Occasionally, however, the spirit carries the writer into a high mountain, and reveals unto him things doubtless beautiful, but which are rather mysterious to us when communicated in verse. Thus the origin of our late civil war is rather curiously expressed, and the aim of the struggle presented in a new

"At length the whirligig of time, Swung purposeless by idiot hands, Brought strange confusion in the lands, God waiting to close all in rhyme." Not as clear as the "pebbly brook" of which

Mr. Elder is so fond!

The following cheerful ditty is denominated "a song." Whether it is intended to be set to music is rather doubtful. If we rightly penetrate its meaning, which is not settled to our mind, we are not inclined to be merry over the prospect, for the "I "here does not appear to know himself.

"I am not I-I seek myself in vain, And know not what I ask—this is my pain. Death shall unbridie all.

"Thou art thyself-thou hast no part in me; Thou art thyself, and I am naught to thee, Then welcome Death.

While so far we have had only to condemn the volume, yet we find under the decidedly disagreeable title of "A Tragical Tale" a very prettily told episode of the war-by far the best of all the contents of the book, and one which leads us to hope for better things from Mr. Elder in the future. It is told with touching simplicity; and that it should have been thrust in the extreme rear, among the most modest of the productions, seems to argue badly for the writer's critical taste. To a great extent it redeems the volume. Without designing to volunteer or obtrude our opinion, we would suggest that "Atlas" and "Asgand," and all mythological and historical improbabilities, be discarded, and that if the author will devote himself to the simple, and leave the mysterious and high-fancied alone, he would really write poetry sensible and

points of interest to which a summer tourist would naturally wish to go. It is evidently written with a conscientious determination to speak fairly of the hotels, and can, we think, be relied upon in any of the assertions which it makes. It is filled with excellent maps of the different States and routes, and seems to us a very useful companion. Of course it does not come up to the ideal standard of a guide-book. It is not "Murray's." But for all that it is extremely convenient to have it at your side, and we recommend it to those who meditate a jaunt through the mountains and lakes of the Northern States.

ELLEN: a POEM FOR THE TIMES, New York: G. W. Carleton, Philadelphia Agent: D. Ash-

mead. If we desired to sum up all the merits of "Ellen" in a few words, we would state that it contains exactly twelve hundred and ninetysix lines, consisting as it does of eighty-one verses of sixteen lines each. It lays claim to popularity on no other grounds. It is written in an extremely vague style, many of its metaphors and figures being so far drawn, or so badly expressed, that we fail to see the significance. Thus the opening lines:-

"A sunny brook, on whose clean floor the Sparkle unstained, that suddenly befoul,

Deep at its forest-head, putrescent bones Thrust there by murder done beneath night's cowl on trustful travellers, whose unpitted moans, Heard but in Heaven, were married to the

of wolves-the brooklet's laughing life bedimmed, Its glad peliucid pools with poison brimmed,"

This sentence continues without a full stop for fifty-three lines, when the first period in the poem appears. The whole production is crude in the extreme, and, we regret to say, does not display any indication that may lead us to expect better things from the same pen in the future.

GOVERNMENT SALES.

OVERNMENT SALE OF THE MILITARY
Railroad at Brazos Santiago, Texas.—Office
Chief Quartermaster Fifth Military District,
New Orieans, La., July 9, 1867.
Scaled Proposals will be received at this office
until 12 M., August 10, 1867, for the purchase of
all the right, title and interest of the United
States in and to the United States Military
Railroad from Brazos Santiago to White's
Ranche, Texas.

Hanche, Texas.

The sale will include the entire track and sidings, buildings, water stations, turn-tables, oridges, etc., the railroad materials, the supplies per aining to the road, together with the rolling stock, cars, machinery, and other equipment,

9)4 miles Railroad Track.
2 Turn-Tables.
25,000 pounds Railroad Chairs.

9,500 Cross Ties.
9,500 pounds Railroad Iron.
4 Railroad Frogs and Switch Stands.
1 Locomotive and Tender (named "West-

Hand Cars. 2 Push Cars.
2 Push Cars.
586 pounds Car Springs.
2 Crow Feet.
4 Spike Mauls. Track Guage. Fire Tongs.
Railroad Depot Building,
Foreman's Quarters.
T Wharf. T Wharf, pounds American Packing, pounds Jule Packing, feet Rubber Hose. Douglas Pump. Water Casks. Feed Pipe,

Cistern. Office Desks. Cooking Stove. Stove. Claw Bars. Signal Lanterns. Grind Stones. Padlocks. Turning Lathe.

Spades. Shovels. sets Carpenters' Tools, Water Buckets. Jackscrews and Levers. Anvils. Bellows. Pinch Bars. Cold Chisel. Blacksmiths' Hammers.

8 Siedge Hammers, 15 Hammer Handles, 2 Spike Punches, 1 set Blacksmiths' Tools. Blacksmiths' Tongs. Vises. Cross-cut Saw.

173 Pick Axes. 24 Pick Axe Handles. Square Brasses. 2 Stuffing Boxes. Brass Faucet. Hose Nozzle.

The sale will not include the title to the land, which does not belong to the United States.

This road is about ten miles in length, and extends from Brazos Santiago to White's Ranche, on the Rio Grande, From this point connection is made by steamer with Brownsville and Matamoras.

The route is the shortest and best for the im-

mense traffic between the Gulf of Mexico and the interior of Southern Texas and Northern Mexico, and the communication by rail alone can readily be extended to Brownsville. The road already completed saves thirty miles of difficult and tortuous navigation. The road is five feet gauge, good ties, T rail, and full

spiked.

The property may be inspected on application to Captain C. H. Hoyt, A. Q. M., Brownsville, Texas, and any information desired may be obtained from that officer, or from the office of the Chief Quartermaster, Fifth Military District, New Orleans, La.

A condition of the sale will be that trans-

portation shall be furnished for all Government troops and supplies whenever required, at rates not to exceed those paid by the United States o other railroad companies in the Fifth Millary District.
The terms of payment accented will be those ensidered the most favorable to the Govern-

Ten per cent. cash, in Government funds, to be paid on acceptance of proposal.

The Government reserves the right to reject any or all proposals.

Proposals should be indorsed "Proposals for the purchase of Brezos Santiago and Rio Grande Rallroad." and addressed "Brey. Light Col. the purchase of Brazos Santiago and Lacotaduc Raliroad," and addressed "Bray. Lieut.-Col. A. J. McGonnigle, A. Q. M. U. S. Army, office Chief Quartermaster, Fifth Military District, New Orleans, La."

Brev. Lieut.-Col. and A. Q. M. U. S. Army, 7 17 18t In charge of office.

PROPOSALS.

DROPOSALS FOR WOOD

DEPOT QUARTERMASTER'S OFFICE, WASHINGTON, D. C., July 16, 1857. Sealed Preposals are invited and will be received at this office until July 30, 1857, at 12 c'clock noon, for the purchase of about 10,000 COEDs OF WOOD, now lying at the Government Woodyard, at Alexandria, Va.

Bids or 1000 cords, with the privilege of the lot, are invited, but for an amount less than 100 cords bids will not be entertained.

Proposals must be plaint marked "Proposals of the lot." Proposals must be plain! marked "Propo-als for Wood," and be addressed to the un-Fifteen days will be allowed parties to remove heir purchases.

Bidders will state their full name and post
ffice address, and will be notified by letter of
the acceptance of their bid.

The undersigned reserves the right to reject

ny or all bids that may be considered object Payment in Government funds is required upon the scoeptar ce of the bid.
7 17 10t) CHARLES H. TOMPKINS,
Brevet Brig. General Depot Quartermaster.

RAILROAD LINES,

R BADING RAIL ROAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL SUS
QUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1857,
Leaving the Company's depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours:
MORNING ACCOMMODATION. owing hours:
MORNING ACCOMMODATION,
At 7:30 A, M., for Heading and intermediate Stations

At 7:30 A. M., for Heading and intermediate Stationa.
At 7:30 A. M., for Heading and intermediate Stationa.
Beturning, leaves Reading at e 30 P. M., arriving in
Philadelphia at 9:30 P. M.
MORNING EXPRESS.

At 8:15 A. M., for Heading, Lebanon, Harrisburg,
Pottsville, Pinerrove, Tamaqua, Sunbury, Williamsport, Eimira, Rochester, Nisgars Falls, Buffalo,
Allentown, Wilkesbarre, Piteston, York, Carlisle,
Chambersburg, Hagerstown, etc. etc., Carlisle,
Chambersburg, Hagerstown, etc., etc., at Pennsylvania Railroad trains for Allentown, etc., at PORT
CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central Cumberland Valley
and Schuyikill and Susquehanna Pains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

berland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 230 P. M., for Reading Potaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTISTOWN ACCOMMODATION

Leaves Potatown at 620 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 840 A. M.

Returning, leaves Philadelphia at 630 P. M.; arrives in Potatown at 545 P. M.

READING ACCOMMODATION

Leaves Reading at 720 A. M., stopping at all way stations, arriving at Philadelphia at 1018 A. M.

Returning, leaves Philadelphia at 1018 A. M.

Returning, leaves Philadelphia at 500 P. M.; arrives in Reading at 745 P. M.

Trains for Philadelphia leave Harrisburg at 810 A.

M., and Potaville at 830 A. M., arriving in Philadelphia at 108 P. M., Afternoon trains leave Harrisburg at 210 P. M., Potaville at 245 P. M., arriving in Philadelphia at 45 P. M.

Leaves Reading at 715 A. M., and Harrisburg at 1019 P. M. Connecting at Reading with Alternoon

Leaves Reading at 7:15 A. M., and Harrisburg at 7:16 P. M. Connecting at Reading with Alternoon accommodation south at 6:20 P. M., arriving in Philadelphia at 9:10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 13'85 noon for Pottaville and all way stations. Leaves Puttavilleat 7:00 A. M. for Philadelphia and all way stations.

All the above trains run daily. Sundays excepted. Sunday trains leave Pottaville at 8:00 A. M., and Philadelphia at 8:1f P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:25 P. M. P. M. CHESTER VALLEY RAILROAD.

P. M., CHESTER VALLEY RAILBOAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., and 5-56 P. M., trains from Philadelphia, returning from Downingtown at 6-10 A. M. and 1-56 P. M., trains from the Month of the Month

at 12 M.
SCHUYLKILL VALLEY RAILROAD,
Trains leave Pottaville at 7 and 11 30 A. M., and 7:11
P. M., returning from Tamaqua at 7:35 A. M. and 1:48 P. M., returning from Tamaqua at 7:35 A. M. and 146 and 4:18 P. M.
S. HUYLKILL AND SUSQUEHANN A RAILHOAD
Trains leave Auburn at 7:50 A. M. for Pinegrove and Harrisburg, and 1:56 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3:20 P. M., and from Tremont at 7:35 A. M. and 5:25 P. M.
TUCKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

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

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 Superintendent, Reading:—

COMMUTATION TICKETS

At 25 per cent, discount, between any points desired

COMMUTATION TICKETS

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

MILEAGE TICKETS.

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

SEASON TICKETS.

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

CLERGYMEN

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

EXCURSION TICKETS

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.

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

points from the Company's 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, Pottaville. 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 215 P. M.

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WEST CHESTER AND PHILADELPHIA
RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1867. Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:
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 11 A. M.. 230 P. M., 445 P. M., 450 P. M., 700 P. M., and 1030 P. M.
Leave West Chester for Philadelphia, from Depoi on East Market street, at 645 A. M., 745 A. M., 738 and 1045 A. M., 175 P. M., 450 and 250 P. M.
Trains leaving West Chester at 730 A. M., and leaving Philadelphia at 450 P. M., will atop at B. C. Junction and Media only.
Phasengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 745 A. M., and going west will take train leaving Philadelphia at 450 P. M., and transfer at B. C. Junction.
Leave Philadelphia for Media at 530 P. M.
Leave Media for Philadelphia at 840 P. M.
Stopping at all stations.

Stopping at all stations.

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 reet, the last car connecting with each train leaving ront and Market streets thirty minutes previous to del arture.

The Chesnut and Walnut 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 Walnut street wharf, received out Walnut street to the 4-pot.

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

ON SUNDAYS.

Leave Philadelphia at 8v6 A. M. and 2 P. M.
Leave West Chester at 7v6 A. M. and 3 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as asual, leaving Front and Market street in the 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 7vis A. M. and 4vis P. M., and leaving West Chester at 7vis A. M. and 4vis P. M., and leaving west Chester at 7vis A. M. and 4vis P. M., connect at B. C. Junction with trains on P. and B. C. R. 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.

4 105 General Superintendent. General Superintendent

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 Ratiroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannau, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Montie, New Orleans, and intermediate points, For tickets and information inquire at Offices, Nos.

Hand #55 CHESNUT Street, or at Depot, BROAD Street and WASHIAGTON Avenue. [713m]
H. V. TOMPEINS, General agent Norfolk, Va.
C. J. TROWERIDGE, General Passenger Agent. FAST FREIGHT LINE, VIA NORTH PENN-

Fast Freight Line, Via North Pennsylvania rai "hoad, to Wikesbarre, Ma
hanoy Chy, Mount Carmel, Centralia, and all points
on Lenigh Valley Raitroad and its branches.

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

Goods delivered at the Through Freight Depot,
Se E. Cor. of FRUNT and NOBLE Streets,
before 5 P. M., will reach witkesbarre, Mount Carmer, Mahanoy City, and the other stations is Mahanoy and Wyoming Valleys, before il A. M. of the succeeding day.

Sight.

WEST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY.
Commercing SUNDAY, June 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, foct of Market street (upper ferry), at 7 A. M.
Beturning leave Cape laland at 5 P. M., stopping at
principal Stations only.
Fare 4200, Excursion Tickets, \$400, Good this day
and train only.

WILLIAM J. SEWELL,
Superintendent, 6 m 19

BAILROAD LINES.

NORTH PENNSYLVANIA BAILEOAD.—
THE MIDN'LE ROUTE.—Shortest and most direct route to Batt lehem, Allentown, Mauch Chunk, Hazeiton, White Haven, Wilk sebarre, Mahanoy Chy, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

BUMMER ARRANGEMENT.
On and sher WEDN 108 DAY, May 8, 1857, Passenger trains leave the New Depot, corner Borks and American streets, daily (sundays excepted), as follows:—
At 745 A. M.—Morning Express for Bethiehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethiehem with Lehigh Valley Railroad for Allentown, Catasangua, Statington, Mauch Chunk, Weatherly, Jeansville, Hazeiton, white Haven, Wilkesbarre, Kingston, Pitiston, and all points in Lebigh and Wyoming valleys: also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Ropert, Danville, Milton, and Williamsport, Arrive at Mauch Chunk at 1295 A. M.; at Wilkesbarre at 2 P. M.; at Mahanoy City at 2 P. M. Pissengers by this train can take the Lehigh Valley train, passing Bethlehem at 1755 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 855 A. M.—Accommodation for Doylestown, stop-

At 8'45 A. M.—Accommodation for Doylestown, stop-At 1848 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 1013 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 189 P. M.—Express for Rothiehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown. At 245 P. M.-Accommpdation for Doylestown,

stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales or summeriown,
At 4 P. h.—Accommodation for Doylestown, stop-At 4 P. B.—Accommodation for hoylestowa, stopping at all intermediate stations. Passengers for Willow Grove, Hattoro, and Hartsville, take stage at Abingt in for Limberville at Doylestown.

At 520 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Ralirond, connecting at Bethlehem with Lebign Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 620 P. M.—Accommodation for Lansdale, stopping at Hittermediate stations. ping at all intermediate stations.
At 11'20 P. M.—Accommodation for Fort Wash-

ping at all intermediate stations.

At 1129 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

Prom Bethiehem, at 915 A. M., 205 and 840 P. M.

205 P. M. train makes direct connection with Lebigh Valley trains from Easten, Wilkesbarre, Mathanoy City, and Harleton. Passengers leaving Easten at 1120 A. M., arrive in Philadelphia at 205 P. M.

Prassengers leave Wilkesbarre at 130 P. M., connect at Bethiehem at 615 P. M., and arrive in Philadelphis at 840 P. M.

From Doylestown at 825 A. M., 540 P. M., and 740 P. M.

From Lansdale at 720 A. M.

From Fort Washington at 1150 A. M. and 305 P. M.

Doylestown to Philadelphia at 320 A. M.

Philadelphis for Bethlehem at 320 A. M.

Bethlehem to Philadelphia at 420 P. M.

Doylestown to Philadelphia at 430 P. M.

Bethlehem to Philadelphia at 430 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 run within a short distance of the Depot.

Tickets must be procured at the Ticket Office in order to secure the lowest rates of fara.

ELLIS CLARK, Agent.

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

114

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 Fish

House, The 1 and it 20 P. M. Lines leave from Market Street Ferry, upper side. Street Ferry, upper side. Will leave as follows:

At 11 A, M., 4'30 P. M., and 12 P. M., (night), via Kensington and Jersey City, New York Express Lines.
Fare, \$2. Fare, \$2.

At 8, 10 15 and 11 A. M., 2 30, 2 30, 4 30, 5, and 12 P. M.,
for Trenton and Bristol.

At 8 and 10 15 A. M., 2 30, 5, and 12 P. M., for Morrisville and Tuliytown. At 8 and 10 15 A. M., 2-30, 4-30, 5.Hand 12 P. M., for Schencks.
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.

for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD.

For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes, daily (Sundays excepted), from Kensington Depot as follows:— At & A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rochester, Binghamion. Oswego, Byracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc.

atc. etc. At 8 A. M. and 3-30 P. M. for Belvidere, Easton, Lambertville, Flemington, and Lambertville, Flemington, etc.
The 330 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehm, etc. At 5 P. M. for Lambertville and intermediate Sta-Lines from West Philadelphia Depot, via Connect-At 120 and 6 20 P. M. Washington and New York Capress Lines, via Jersey City, Fare, 63 25. The 6 30 P. M. Line will run daily. All others, Sun-ays excepted. WM. H. GATZMER, Agent, June 3d, 1867.

PHILADELPHIA, WILMINGTON AND BAL-PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1867, Trains will
leave Depot, corner BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 8:30 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 11:50 A. M. (Sundays excepted) for
Baltimore and Washington.

Crisileid and intermediate stations.

Express Train at 11:50 A. M. (Sundays excepted) for Baltimore and Washington.

Express Train at 3:20 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 Stammer's Ron.

Night Express at 11:00 P. M. (daily) for Baltimore and Washington, Connects at Wilmington (Saturdays excepted) with Delaware Raircoad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Saltsbury, Princess Anne, and connecting at Crisicid with Boat for Fortress Monroe, Nortick, Portsmouth, and the South.

Fasscagers for Fortress Mource and No-folk via Baltimore will take the 11:00 P. M. Train.

WILMINGTON TRAINS,

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12:30, 2:00, 4:30, 5:00, and 11:30

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12'80, 2'00, 4'30, 5'00, and 11'20 (daily) P. M. The 4'30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 5'00 P. M. Train runs to New Castle.

Leave Wilmington 5'80, 7'15 and 8 A. M. 4'90 and 5'31 (daily) P. M. The 7'15 A. M. Train will not stop at stations between Chester and Philadelphia, PROM BALTIMORE TO PHILADELPHIA.

Leave Railmore 7'25 A. M. Way Mall. 2'35 A. M., Express, 2'15 P. M., Express, 6'25 P. M., Express, 8'35 P. M., Express, 8'35 P. M., Express, 8'35 P. M., Express, 8'35 P. M., Express, 6'35 P. M., Express, 6'35 P. M., Express, 6'35 P. M., Express, 6'35 P. M., Express, 8'35 P. M., Stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elitton, and Newark to take massengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and Southwest, may be procured at the Ticket Office, No. 3'35 CHESNUT Street, under the Continental Hotel, Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD.
THROUGH IN TWO HOURS.
Five Trains daily to Atlantic City, and one on Sun Ch and after SATURDAY, June 29, 1887, trains will leave VINE Street Ferry, as follows;— Special Excursion......

Express (inroda in two balances and a A. M. Accuming dation. 3-45 A. M. Junction Accommodation to Jackson and intermediate Stations leaves Vine street. 5-5 P. M. Returning leaves Jackson 223 A. M. HADDONFIELD ACCOMMODATION TRAINS Leave Vine street at 10-15 A. M. 240 P. M. SUNDAY MAIL TRAIN TO ATLANTIC CITY Leaves Vine street at 7-30 A. M., and Atlantic at 440 P. M. SUNDAY MAIL TRAIN TO ATLANTIC CITY
Leaves Vine street at 7:30 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 issued, \$2.
Tickets for sale at the Office of the Philadelphia
Local Express Company, No. 625 CHESNUT Street
and at No. 825 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 cottage
at Atlantic City.

D. H. MUNDY,
6 2441

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILBOAD UMMER TIME, TAKING EFFRUT JUNE 2, 1987, The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-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 nouse of it. aquare of it.

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

Sleeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Cheanut atreets. Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 501 Cheanut street, or No. 1 South Eleventh street, will receive attention. TRAINS LEAVE DEPOT, VIZ.:-

daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For hill particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 187 DOCK Street TRAINS ARRIVE AT DEPOT, VIZ.:-Cincinnati Express.
Philadelphia Express.
Erie Mail
Paoli Accommodation. No. I. Papir Accommodation. No. 2...
Lancaster Train.
Fast Line and Erie Express.
Paoil Accommodation, No. 2...
Day Express.
Paoil Accommodation, No. 5... For further information apply to

For further information apply to

JOHN C. ALLEN, Ticket Agent,

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

General Superintendent, Altoona, Pa. 4 29 DHILADELPHIA AND ERIE RAILROAD,-

SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Eric Ballroad will run as follows:—

Erie Express leaves Erie leaves Williamspore Elmira Mall leaves Lock Haves....
leaves Williamsport.

and Petroleum Centre. Baggage checked through.
ALFRED L. TYLER.
General Superintendent

TOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).
Commencing SATURDAY, July 18, 1867.
9-90 A. M. Morning Mail. Due 12-25 P. M.
3-00 P.M. Cape May, Passenger, Due 7-18 P. M.
4-00 P.M. Express. Due 7-08 P. M.
BETURNING TRAINS LEAVE CAPE ISLAND.
6-30 A. M. Fost Express, Due 12-07 P. M.
5-00 P. M. Cape May Express, Due 12-07 P. M.
5-00 P. M. Cape May Express, Due 8-25 P. M.
The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7-00 A. M., returning leaves Cape Island at 5-00 P. M.
Commutation tickets, 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. 228 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.
WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry).

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 13, 1867.

800 A. M. Morning Mall, for Bridgeton, Salem, Millville, Vincland, and intermediate stations.

900 A. M. Cape May Morning Mall.

800 P. M. Cape May Accommodation.

800 P. M. Bridgeton and Salem Passenger.

400 P. M. Cape May Express.

600 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 920 A. M.

West Jersey Freight Train leaves Camden at 11 M.

(noon).

Freight will be received at Second Covered Wharf below Walnut street, from 7:00 A. M. until 5:00 P. M. Freight received before 9:00 A. M. will go forward the same day. ame day.
Freight Delivery, No. 228 S. DELAWARE Avenue
72 if WILLIAM J. SEWELL, Superintendent. PHILADELPHIA, GERMANTOWN, AND

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9 05, 10, 11, 12 A. M. 1, 2b., 35, 4, 5, 55, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 43, 6, 65, 7, 8, 9, 10, 11 P. M.
The 820 Down Train and 35, and 55 Up Trains will not atop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 93, A. M. 2, 7, 105, P. M.
Leave Germantown 85, A. M. 1, 6, 93, P. M.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 35, 53, 7, 9 and 11 P. M.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 35, 63, 7, 9 and 11 P. M.
Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140, 840, 640, 640, 840, and 1030 P. M.

840, 540, 640, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia 9, A. M. 2 and 7 P. M. Leave Chesnut Hill 750 A. M. 1240, 540, and 928

Leave Chesnut Hill 750 A. M. 1240, 540, and 928 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 1106 A. M. 1%, 3, 4%, 5%, 648, 896, and 11% P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 1%, 8, 4%, 6%, and 6% P. M. ON SUNDAYS, Leave Philadelphia 9 A. M., 239 and 715 P. M. Leave Philadelphia 6, 7%, 9, and 1105 A. M. 1%, 3, 4%, 5%, 6%, 896, 8, and 11% P. M. Leave Philadelphia 6, 7%, 9, and 1105 A. M. 1%, 3, 1, 5%, 6%, 896, 8, and 11% P. M. Leave Manyuns 10, 7%, 8720, 9%, and 11% A. M. 2 3%, 5, 6%, 9, and 10 4 P. M. Leave Philadelphia 9 A. M. 2% and 7% P. M. Leave Philadelphia 9 A. M. 2% and 7% P. M. Leave Manyunk 7% A. M. 6 and 9% P. M. W. S. WILSON, General Superintendent. 8 Depot, NINTH and GREEN Streets.

THILADELPHIA AND BALTIMORE CEN-TRAL RAILBOAD.—Summer Arrangementa, On and atter SATURDAY, June 1, 1887, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNOT Streets (West Philadelphia), at 715 A. M. and 450 P M.

Leave Hising Sun at 5 '15 and Oxford at 808 A. M., and leave Oxford at 325 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11'15 A. M., Oxford at 12'00 M., and Kennett at 1'00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2'20 P. M., run log through to Oxford.

The Train leaving Philadelphia at 7'15 A. M. connects 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 bagrage. 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 bundred dollars, unless a special contract be made for the same.

5 11?
HENRY WOOD, General Sup't.

REMOVAL.

M O V A L. A. & H. LEJAMBRE, Late No. 1012 Cheanut street, have removed their FURNITURE AND UPHOLSTERY WAREROOMS To No. 1103 CHESNUT STREET, UP STAIRS. 420 Sm

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cord Twines, Etc.

No. 22 North WATER Street and No. 22 North DELA WARE Avanus, PULLADELPHYA. EDWIS H. FITLER. MICHARL WHAVER. CONHAD F CLOTHER. \$145