The Proposed Railroad Consolidation. An adjourned meeting of the stockholders of the Philadelphia and Eric Railroad was held vesterday at noon. The object of the session was the consideration of the proposed merger of the Warren and Franklin Railrond Company with the Philadelphia and Eric Railrond Company. His Honor Mayor McMichael presided.

Mr. Henry D. Moore said it would be remembered that at the former meeting of stockholders

he stated he was preparing a communication to Councils on the subject of the merger or consolidation of these roads, and suggested an adjournment to give Councils time to consider and act upon the subject, and the meeting was adjourned until to-day for that purpose. The communication to which he alluded was prepared, and signed to the council of the council of the communication to which he alluded was prepared, and signed to the council of the council by his colleague (Mr. Norton) and himself, and as that communication had not been published in the proceedings of Councils, he respectfully asked

ermission of the meeting to read it.
To the Councils of the City of Philadelphia. Gentlemen: The undersigned, representatives of the city in the Philadelphia and Erie Rallroad Company, would respectfully state that there are two or three important considerations which induce them to urge upon your honorable body a favorable consideration of the proposed merger or consolidation of the Warren and Franklin Rallway Company with the Philadelphia and Erie ond. First. We deem it highly important and seential that the Philadelphia and Erie road shall secure and permanently retain its trade with the oil region of Pennsylvania through which the Warren and Franklin road passes, so that it cannot possibly be diverted from it by any rival road; and we do not see how this can effectively be done unless by owning and controlling the road. That the business of this region is of great impor-tance will be apparent from the fact that about one-fourth of the entire business of the Philadelphia and Erie road since the completion of the Warren and Franklin road has come from the latter road, and this business must from time to time continue to increase very largely, from the fact that within the last two weeks, through the exer-tions of the Warren and Franklin road, an arrangement has been made with the Farmers' road, running from Oil City to Petroleum Centre, which gives the Warren and Franklin road virtual control of the business of that road for five years to come, if the proposed consolidation with the Philadelphia and Erie road shall be consummated. In securing the trade of this road they had to con-tend with a most powerful New York interest, viz. the New York Central, the Atlantic and Great Western and the Erie Railway Companies, which interest now controls the Oil Oreek road, and by interest now controls the Oil Creek road, and by their Oross Out Railroad, recently finished, en-deavored to get entire control of the Farmers' road and that portion of the oil region, but in which they have been checkmated by the Warren and Franklin Company, in the arrangement to which we have alluded. Another consideration is the fact that by the coming winter the Allegheny Valley Railroad will be finished to Oil Oity, where it will connect with the Warren and Franklin road, and then, unless that road is controlled by the Phiand then, unless that road is controlled by the Phi-isdelphia and Erie, its business may be diverted to Pittsburg, or elsewhere, instead of coming to Phi-ladelphia over the Philadelphia and Eric and its connecting roads, and this most assuredly will be the result if the Warren and Franklin road shall fall into the hands of adverse interests. It does appear to us that these considerations are too imrtant to be overlooked or lightly considered. For the last five years the business of this region of our State has been strongly contested for by New York interests adverse to our State, and in this contest they have succeeded only to a limited extent, in which they would have been entirely successful but for the building and completion of the Warren and Franklin road; and so exceedingly important did the projectors of that road consider its speedy completion as bearing upon the interests of the Philadelphia and Erie, and other railroad interests of our State, that this road, of about 52 miles in length, was completed and put in operation in the short space of eight months, from December '65 to August '66, and notwithstanding this road was completed in this short space of time, and during the high prices and severe winter of that period, its cost does not vary \$400 per mile from the cost of the Philadelphia and Eris road. And so important did the Philadelphia and Eris road consider the construction of the Warren and Franklin road in reference to their own intrests, that at a meeting of their stockholders, held for that

Stock 25,000 shares, - - - 8 2d mortgage bonds, chiefly used to furnish 700,000 equipment, sidings, depots, shops, &c., Total cost of road and equipments, \$3,400,000 which is about \$65,000 per mile, with its engines and cars, and the cost of the Philadelphia and Erie was \$18,700,000, or \$65,000 per mile, without any equipment. Both companies are entirely clear of floating or debts other than those stated. There is another important consideration which has had much weight with us as Directors for the city in coming to the conclusion we have upon this sub-ject. It is the fact that neither the Warren and Franklin nor the Philadelphia and Erie Company can separately enter into and keep up successfully a contest with strong rival roads for the valuable perfoleum and other trade of this region of our State; but with one combined interest, and the aid, also, of our powerful lesses, the Pennsylvania

purpose, it was unanimously decided by a vote of shareholders to indores the morigage bonds of the Warren and Franklin Company to the amount of \$25,000 per mile, or an aggregate of \$1,300,100. The entire cost of the Warren and Franklin Raifroad is represented as follows, viz:

1st morigage bonds.

Railroad, we can then successfully contend with all rival interests for the trade of this important section of our commonwealth. Under these considerations, and believing that the best interests of the Philadelphia and Erie road, and also the large interest of the city in the Pennsylvania Central, interest of the city in the Pennsylvania will be vastly promoted by the proposed consolidation or merger of the Warren and Franklin Railway Company, we would respectfully urge your honorable bodies to appoint a suitable committee, which, in conjunction with the Mayor, shall, after full examination of the subject, vote the stock of the city for or against consolidation. as in their judgment may best promote the interests of the city of Philadelphia.

(Signed,)

(Chas. F. Nonton.

It will be seen, Mr. Chairman, that in this communication we give our reasons why we favored the merger or consolidation of these roads, and after giving those reasons, we respectfully asked Councils to appoint a suitable committee to act in conjunction with your Honor in examining the subject, and after such examination to act as in your judgment might seem best for the interests of the city. Was not that a reasonable proposition or the city. Was not that a reasonable proposition or request to make of Councils? Could we do any-thing less and discharge our duty as representathing less and discharge our duty as representa-tives of the city, than to ask them to investigate the matter, and then act as in their judgment might seem test for the interests of the city? And what has been the result, sir? Why since this commu-nication was presented to Councils the proposi-tion of merger or consolidation has been denounced to proposition of the city? in unmeasured terms as "an attempt to bolster up in unmeasured terms as "an attempt to bolster up a worthless and bankrupt corporation," and by other epithets of a similar character. In reply to them I have only to say that if gentlemen can find any pleasure, or can feel it to be their duty to use such language in reference to it, they are welcome to the pleasure and privilege. I have done what I considered to be my duty, sir, and in doing it have been governed solely and entirely by what I think is for the best interests of the Philadelphia and Erie and the Pennsylvania Central roads, and the Erie and the Pennsylvania Central roads, and the business interests and prosperity of the city of Philadelphia. I am not interested to the amount of a dollar (and I can say the same for my col-league, Mr. Norton,) in any manner or form in the Warren and Franklin road, either directly or indirectly, remotely or contingently, but I am in-terested in the Philadelphia and Eric road and its prosperity, and as a citizen and taxpayer of Philadelphia, am also interested in the well-being and prosperity of our city. I have resided here twenty-five years, and contributed in my numble way, as far as I could, to its advancement and prosperity, and should be sorry, sir, at this late day to advocate its connection with a creditless or worth. advocate its connection with a creditiess or worth-less corporation. I have said that in my support of this measure I have been governed by the belief and opinion that it will be for the best interests of the Philadelphia and Eric and the Pennsylvania Gentral roads, and I am free to say here that in that beitef and opinion I am free to say here that in cers of both these roads, and I should be sorry to think, sir, for a moment, that either of those gen-tlemen would advocate or the street of those genthemen would advocate or sustain a measure which they did not believe would advance and promote the great interests they represent. Now, Mr. Chairman, a word or two more and I am done. It has been represented, sir, that the stock of the Warren and Franklin road was issued and nothing ever paid for it. I have made some inquiry upon this point, and I find that the stock and the bonds were issued together to the contractors in payment for building the road, and the road could not have for building the road, and the road could not have been built but for the Issuing of the stock with the bonds, and the road to-day, taking its stock and bonds as the basis, has not cost as much by \$400 per mile as the Philadelphia and Eric cost repre-

sented by its stock and bends.

But it is also said, sir, that the stock of the Philadelphia and Erie road has a market value, and the stock of the Warren and Franklin is worthless. I admit the first proposition, sir, but deny the second. Because the latter stock has no quoted value upon the stock list, it does not necessarily follow that it is worthless; and the converse of the proposition is true also. Why, sir, more than a year see I hopent \$15,000 of the bonds and stock nted by its stock and bonds. a year ago I bought \$15,000 of the bonds and stock

of the Warren and Franklin road. I subsequently of the warrange and about five months ago ex-changed my stock for the same amount of stock in another company, which stock I could have sold in the market the day I got at for \$13 per share, and I would be corry to-day to take \$20 per share, for it, and the gentleman with whom I made that exchange would not to day re exchange with me, and, moreover, that very gentleman, who is one of the largest stockholders in the Waris one of the largest stockholders in the Warren and Franklin road, is now, and has been
from the commencement, opposed to this merger of consolidation. Hs is opposed to exchanging his Warren and Franklin stock for Philadelphin and Erie, as he considers that the Lirmer is a
far better investment to him for the fature than the
latter would be. He feels assured that the stock of
the Warren and Franklin road will pays dividend
much sconer than the stock of the Philadelphia
and Erie will, and I am free to express the belief
that the present position and business indications
of the two roads will justify him in his opinion.
And yet this road is denounced as a "worthless" And yet this road is denounced as a "worthless and "creditiess" corporation—a road that is now carrying on an average more than 2000 barrels of oil per day, besides its merchandise and passenger traf-fic—a road which is giving to the Philadelphia and Erre nearly one-fourth of its entire business, and this, too, when, as every one knows, the oil interest is more depressed than it has been for years. I am not here, Mr. Chairman, to defend the Warren and Franklin road, or the gentlemen connected with it; they are able to defend themselves, I apprehend, if any defence is necessary; but I am here to defend the way defence as a diverger of the Phil here to defend my action as a director of the Phila-delphia and Eric road, and a warm and zealons triend of the Pennsylvania Central. But, sir. I owe an apology to this meeting for occupying so much of their time. The Common Council have appointed a committee to examine this abject, and I nope and trust they will make a thorough exami-nation of it; I hope they will do as I have done: go up and examine the road and the busy region through which it passes; let them look at it in all its bearings; its present connections with other roads, and the future connections which may be made with it. Let them examine, also, (because it bears strongly upon this question.) the rival rali-road interests of that section converging and tend-ing to this point, with a view to obtain and con-trol, if possible, the valuable trade of this region. Let them, I say, make such a thorough examina-tion of it, and I venture the prophecy they will report that this road is not the worthless and credit-

less corporation it has been charged to be.
General Wister then said that under the lease by the Pennsylvania Ratiroad Company of the Phila delphia and Erie Railroad Company, the former maintained the latter road, paid all its running exmaintained the latter road, paid all its running expenses, and retained seventy per cent of the gross earnings of the Philadelphia and Erie. Would the merger of the Warren and Franklin with the Philadelphia and Erie place the former under the superintendence of the Pennsylvania Railroad Company in a similar way? Would the consolidation, it effected, make the lease by the Pennsylvania Central Railroad of the Philadelphia and Erie applicable to the Warren and Franklin Railroad? If so, here is cause for consideration. It road! If so, here is cause for consideration. It might be an item of interest to the Philadelphia and Erie to retain a larger share of the receipts of the Warren and Franklin Railroad than thirty per

Mr. Henry D. Moore said that if the merger were effected the Pennsylvania Railroad Company would maintain the running expenses of the War-ren and Franklin. But these expenses are proportionately less in the latter than the former case. Therefore it is understood that if the two roads are united, a heavier proportion than thirty per cent. of the receipts of the Warren and Franklin Ruitrond will be retained by the Philadelphia and Erts. At least this will be the aim and purpose of the

directors of the latter company.

Mr. Wm. S. Lane said that City Councils had appointed a committee to consider the proposed merger. That committee will, doubless, make a full investigation of the case. He hoped that they would do so, and would visit Venango county for personal inspection of the Warren and Franklin Railroad. To enable the committee to fully inquire into the merits and demerits of the case, Mr. Lane moved an adjournment until October 4th. This was agreed to, and the meeting adjourned.

-Considerable excitement exists in West Virginia and a portion of Ohio over the discovery of silver ore which is said to contain 94 per cent. of silver and 6 of copper.

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## GOVERNMENT SALES.

GOVERNMENT SALE OF THE MILITARY COVERNMENT SALE OF THE MILITARY
A Railroad at Brazos Santiago, Texas.—Office
Chief Quartermaster Fifth Military District,
New Orieans, La., July 9, 1867.
Sealed 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.

Ranche, Texas.
The sale will include the entire track and

sidings, buildings, water stations, turn tables, bridges, etc., the railroad materials, the supplies per aining to the road, together with the rolling stock, cars, machinery, and other equipment,

stock, cars, machinery, and other equipment,
as follows:

9)4 miles Railroad Track.

2 Tarn-Tables.

25,000 pounds Railroad Chairs.

500 Cross Ties.

9,600 pounds Railroad Iron.

4 Railroad Frogs and Switch Stands.

1 Locomotive and Tender (named "Western

Hand Cars. 2 Push Cars, 5 pounds Car Springs, 2 Crow Feet. Spike Mauls.

Track Guage. Fire Tongs. Railroad Depot Building, Foreman's Quarters, T Wharf, pounds American Packing.

pounds Jute Packing, feet Rubber Hose. Douglas Pump. Water Casks. Feed Pipe. Office Desks, Cooking Stove. Claw Bars.

Snackle Bars. Lantern, 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. Siedge Hammers, Hammer Handles, 2 Spike Punches, I set Blacksmiths' Tools, Blacksmiths' Tongs, 2 Vises, 1 Cross-cut Saw.

173 Pick Axes. 24 Pick Axe Handles. Square Brasses. 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 Browns-ville 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 s 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 transportation shall be furnished for all Government

troops and supplies whenever required, at rates not to exceed those paid by the United States to other railroad companies in the Fifth Military District.

The terms of payment accepted will be those considered the most favorable to the Govern-

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

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

Proposals should be indorsed "Proposals for the purchase of Brazos Santiago and Bio Graude Railroad," and addressed "Brev. Lieut.-Col. A. Railroad," and addressed "Brev. Clieut.-Col. A. Railroad," Raifroad," and addressed "Brev. Lleut.-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, 117 18t In charge of office.

## PROPOSALS.

PROPOSALS FOR WOOD.

DEPOT QUARTERMASTER'S OFFICE, Washington, D. C., July 16, 1867. ] Scaled Preposals are invited and will be re-ceived at this office until July 30, 1867, at 12 O'clock noon, for the purchase of about 10,000 CORDS OF WOOD, now lying at the Govern-ment Woodyard, at Alexandria, Va. Bids for 1000 cords, with the privilege of the ot, are invited, but for an amount less than 1500 cords bids will not be entertained. Proposals must be plainly marked "Proposals for Wood," and be addressed to the undersigned.

Fifteen days will be allowed parties to remove their purchases.

Bidders will state their full name and post office address, and will be notified by letter of the acceptance of their bld. The undersigned reserves the right to reject my or all bids that may be considered objec-

Payment in Government funds is required pon the acceptance of the bid.
7 17 10t] CHARLES H. TOMPKINS,
Brevet Brig. General Depot Quartermaster.

OFFICE OF PHILADELPHIA GAS WORKS, No. 20 S. SEVENTH Street. JULY 16, 1867.

Bids will be received at this Office until noon of THURSDAY, July 25, 1897, for all of the Poul Lime (about 100,000 bushels) and old Retorts (about 1200) that may be for sale at the different Works for the term of One Year, payment to be made in cash on delivery, and all expenses of removal to be paid by the purchaser. Satisfactory reference or security will be required, the Board of Trusteen reserving to themselves the right to reject any or all bids they may deem prejudicial to the interests of the Trust.

Direct to the undersigned, marked "Proposals for Foul Lime or Old Retoris."

JOSEPH MANUEL. JOSEPH MANUEL, 2 17 45

## NEW PUBLICATIONS.

F ECTURES .- A NEW COURSE OF LEC Lettures is being delivered at the New York a Uskum of Anatomy, embracing the subjects:—
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Pocket volumes containing these lectures will be forwarded to parties, unable to attend, on receipt of four stamps, by addressing "SECRETARY, New York Museum of Anatomy and Science, No. 618 lineadway, NEW YORK."

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AN UNSURPASSED FERTILIZER For Wheat, Corn, Oats, Potatoss, Grass, the Vegetable

Garden, Fruit Trees, Grape Vines, Etc. Etc. This Fertilizer contains Ground Bone and the best

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POTISTOWN ACCOMMODATION

Leaves Potistown at \$20 A. M., stopping at intermediate Statuous arrives in Philadelphia at \$40 A. M.

Returning, leaves Philadelphia at \$40 P. M.; arrives in Potistown at \$45 P. M.

READING ACCOMMODATION

Leaves Reading at 720 A. M., stopping at all way stations, arriving at Philadelphia at \$40 P. M.; arrives in Reading, leaves Philadelphia at \$40 P. M.; arrives in Reading at 745 P. M.

Trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottaville at \$45 A. M., arriving in Philadelphia at 100 P. M., Pottaville at \$45 P. M., arriving in Philadelphia at \$45 P. M.

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Leaves Reading at 715 A. M., arriving in Philadelphia at \$45 P. M.

HARRISBURG ACCOMMODATION

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M. and 1:00 P. M.

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Leaves New York at 9 A. M. and 5 and 8 P. M.
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Returning express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, w 8 and 8:45 A. M. and 9 P. M., passing Reading at 4:4 and 10:30 A. M., and 4:40 and 3:30 P. M.

Sleeping cass accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:16 P. M., Mail train for Harrisburg leaves New York at 12 M. CHESTER VALLEY RAILROAD.

at 12 M. SCHUYLKILL VALLEY RAILROAD.

Trains leave Potaville at 7 and 11 30 A. M., and 718
P. M., returning from Tamaqua at 725 A. M. and 146 and 4'15 P. M.
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and 415 P. M.

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returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 525 P. M.

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Excursion tickets from Philadelphia to Reading and
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by Morning Accommodation, Market train, Reading
and Pottstown Accommodation trains, at reduced
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General Superintendent, Reading:—
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For three, six, nine, or twelve months, for holders

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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
RAILBOAD, VIA MEDIA.
SUMMER ARRANGEMENT.
On and after MONDAY, June 24, 1867, Prains with
leave Denot, THIRTY-PHIST and CHISSNUT Streets.
West Philadelphia, as follows:
Leave Philadelphia for West Chester, at 7:15 A. M.,
11 A. M., 220 P. M., 415 P. M., 425 P. M., 700 P. M., and
10:20 P. M.
Leave West Chester for Philadelphia, from Depot
on East Market street, at 6:15 A. M., 7:15 A. M., 7:36 Leave West Chester for Philadelphia, from Depot on East Market street, at 6:15 a. M., 7:15 A. M., 7:28 and 10:45 A. M., 17:35 P. M., 4:50 and 6:50 P. M.

Trains leaving West Chester at 7:20 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 7:15 A. M., and going west will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

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

Leave Media for Philadelphia at 6:40 P. M.

Stopping at all stations.

Leave Media for Philadelphia at 5 W.F. M. Stopping at all stations.
The Market Street cars will be in waiting, as usual, a Thirty-first and Market atreets, on the arrival of such train, to convey passengers into the city; and or lines leaving the Lepot take the cars on Market treet, the last car connecting with each train leaving

ront and Market streets thirty minutes previous to

Front and Market streets toltry minutes previous to detarture.

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, pass the principal noteis and the Camcon and Amboy Mit. office, at Walnut street wharf, passing out Walnut street to the depot.

ON SUNDAY'S.

Leave Philadelphia at 800 A. M. and 2 P. M.
Leave West Chester at 745 A. M. and 3 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before them heaves bepot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 715 A. M. and 450 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 appared only, as beggage, and the Company will not in any case be remponible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD.

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 Philadelphis, Wilmington, and Balt.more Railroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal nties South, lucluding Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannah, Raleigh, Charlotte Columbia, Macon, Augusta, Montgomery, Mobile, New Orleans, and intermediate points. For tickets and information inquire at Offices, Nos

411 and 528 CHESNUT Street, or at Dipot, BROAD street and WASHINGTON Avenue. If 1 sm. H. V. TOMPKINS, General Agent Norfolk, Va. C. I. TROWBRIDGE, General Passenger Agent.

FAST FREIGHT LINE, VIA NORTH PENN-FAST FREIGHT LINE, VIA NORTH PENNBYLVAMIA RAILHOAD, to Wilkesbarre, stahanoy City, Mount Carmel, Centralis, and all points
on Lenigh Valley Railroad and his branches.
By new arrangements, perfected this day, this road
is enabled to give increased despatch to merchandise
consigned to the above-named points.
Gods delivered at the Thirough Freight Depot,
before 5 P. M., will reach Wilkesbarre, Mount Carmei, Mahanoy City, and the other statious in Mahanoy and Wyoming Valleys, before 11 A. M. of the succeeding day.

636 im.

WEST JERSEY RAILROAD.

SUNDAY MAIL TRAIN FOR CAPE MAY.

Commencing bunday, June 23, 1807, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, foot of Market street (upper ferry), at 7 A. M.

interprints leave Cape Island at 5 P. M., stopping at principal Stations only.

Fare \$700. Excursion Tickets, \$400. Good this day and train only.

WILLIAM J. SEWELL. WILLIAM J. BEWELL, 6'20 ts

# RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.

NORTH PENNSYLVANIA RAILBOAD.—
THE MIDDLE ROUTE.—Shortest and most direct ronte to Bethiehem, Alientown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Chrisel, and all points in the Lehiga, Mahanoy, and Wyoming con regions.

Passenger Depot in Philadeiphia, N. W. corner of BEHES and AMERICAN Streets.

SUMMER ARRANGEMENT.

On and sher WEDNESDAY, May 8, 1827, Passenger trains leave the New Depot, corner Berks and American attrets, daily (sundays excepted), as foliows:—
At 7.65 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Baliroad, connecting at Bethlehem with Lehigh Vallay Haliroad for Allentown, Catasangua, Shating on, Mauch Chunk, Weitherly, Jeansyllie, Hazelton, White Haven, Wilkenbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys also, in connection with Lehigh and Mahanoy Haliroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Roport, Danville, Million, and Willamsport, Arrive at Mauch Chunk, at 1245 A. M.; at Wilkenbarre at 8 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem as 1125 P. M., for Easton, and points on New Jersey Central Haliroad to New York.

At 3 5 A. M.—Accommodation for Doylestown, stop-At 5-45 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 10-15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 12 P. M.—Express for Behinhem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Sherandonh, 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, At 246 P. M.—Accommodation for Doylestown, stopping at all intermediate statious. Passengers take trage 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, Rutboro, and Hartsville, take stage at Abingt n: for Lumberville at Doylestown.

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

At 22 P. M.—Accommodation for Lansdale, stopping at all jutermediate stations.

ping at all intermediate stations.
At 11:30 P. M.-Accommodation for Fort Wash-

At 11:30 P. M.—Accommonation ington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlebem, at 9:15 A. M., 2:35 and 8:40 P. M.

2:45 P. M. train makes direct connection with Lebigh Valley trains from Easton, Wilkesbarre, Mahanny City, and Hazleton. Passengers leaving Easton at 11:50 A. M. arrive in Philadelphia at 2:35 P. M.

Passengers leave Wilkesbarre at 1:35 P. M., connect at Bethlebem at 6:15 P. M., and arrive in Philadelphia at 8:40 P. M. t 8 40 P. M., From Doylestown at 8 25 A. M., 5 10 P. M., and

at 840 P. M.,
From Doylestown at 825 A. M., 540 P. M., and
740 P. M.
From Lansdale at 730 A. M.
From Fort Washington at 1150 A. M. and 305 P. M.
ON SUNDAYS.
Phindelphia for Beshlenem at 930 A. M.
Phindelphia for Doylestown at 245 P. M.
Doylestown to Phindelphia at 730 A. M.
Bethlenem to Phindelphia at 730 P. M.
Eith 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 fare.

ELLIS Chark 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., 4, 4, 5, 6, and 11:80 P. M., for Edgewater, hiverside, Riverton, and Palmyra.
At 5 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Fish

House.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT Will leave as follows:—
Atll A, M., 420 P, M., and 12 P. M., (night), via Kensington and Jersey City, New York Express Lines, Eure, 53. Are, \$8.

Ars, 19:15 and 11 A. M., 2:30, 3:39, 4:30, 5, and 12 P, M.,

Or Trenten and Bristol.

At 8 and 10:15 A. M., 2:30, 5, and 12 P. M., for Morrislike and Tull ytown.

At 8 and 10:15 A. M., 2:30, 4:30, 5, and 12 P. M., tor

At sand of S.A. M., 230 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, homesburg, Tacony, Wissi
n. thg. Eridesburg, and Frankford, and at 8 P. M.,
for Holmesburg and intermediate stations,
BELVIDERE DELAWARE RAILHOAD,
For the Pelaware River Valley, Northern Ponnsylvania, and New York State, and the Great Lakes,
daily (Sundays excepted), from Kensington Depot as
follows:— Al 8 A. M. for Niagara Falls, Buffalo, Dunkirk,

anandaigus, Elmira, Ithaca, Owego, Rochester Binghamton Oswego, Syracuse, Great Bend, Mon-rose, Whikesbarre, Scranton, Stroudsburg, Water Gap c. etc. At 8 A. M. and 3:30 P. M. for Belvidere, Easton, ambertville, Flemington, etc.
The 3th P. M. Line connects direct with the Train
aving Easton for Mauch Chunk, Allentown, Bethle-At 5 P. M. for Lambertville and intermediate Stations.
Lines from West Philadelphia Depot, via Connecting natiway, will leave as follow:

At 13a and 6a P. M. Washington and New York

Express Lines, via Jersey City, Fare, \$125.

The 6as P. M. Line will run daily. All others, Sundays excepted.

WM. H. GATZMER, Agent.

CHILADELPHIA, WILMINGTON AND BAL-

TIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, July 8, 1867, Trains will have Depot, corner BROAD Street and WASH-INGTON Avenue, as follows:—

Way Mail Train at 8-39 A. M. (Sundays excepted) Way Mail Train at \$39 A. M. (Sundays excepted) for limithore, stopping at all regular stations. Connecting with Deniware Railroad at Wilmington for Cristield and intermediate Stations.

Express Train at \$150 A. M. (Sundays excepted) for Baltimore and Washington, Stapping at Chester, Thurley Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Eikton, Northeast, Charlestown, Perryville, Invre-de-Grace, Aberdeen, Perryman's, Edgawood, Magnolia, Chase's, and Stemmer's Run.

Night Expressat 1700 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newtonie, Middletown, Clayton, Dover, Harrington, Seaterd, Salksbury, Princers Anne, and Connecting at Cristield with Boat for Fortress Monroe, Nortock, Portsmooth, and the South.

Jassonger's for Fortress Monroe and Norfolk via Palinington.

Wilmington.

Wilmington.

Leave Philadelphia at 1220, 270, 430, 670, and 11780

Stopping at all Stations between Philadelphia and Whimington.

Leave Philadelphia at 12:20, 2:00, 4:30, 6:00, and 11:30 (cally) P. M. The 4:30 P. M. Train connects with belower Railroad for Milford and intermediate stations. The 6:00 P. M. Train roos to New Castle.

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

FROM BALTIMORE TO PHILADELPHIA.

Express, 2:15 P. M., Express, 6:35 P. M., Express 8:45 P. M., Express 5:45 P. M., Express 6:45 P. M., Stopping at HavredesGrace, Perryville, and Wilmington. Also stops at Northeast, Eliston, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

ton or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickels to all points West, South, and southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel. Persons carchasing tickels at this office can have their baggage checked at their residence by the Union Transfer Company.

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H. F. KENNEY, Superintendent.

CHORTEST ROUTE TO THE SEA-SHORE!
CAMDEN AND ATLANTIC RAILROAD.
THROUGH IN TWO HOURS.
Five Trains daily to Atlantic City, and one on Sun-On and after SATURDAY, June 29, 1887, trains will leave VINE Street Perry, as follows:—Special Excursion.

apress (through in two hours)..... Accommodation 545 A. M. Janction Accommodation to Jackson and intermediate Stations leaves Vine street 520 P. M. Returning leaves Jackson 526 A. H. H. A. D. DONFIELD ACCOMMODATION TRAINS 200 P. M. 1015 A. M. 200 P. 200 P. M. 200 P. M. 200 P. 200 P. M. 200 P. 200 P. 

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING EFFROT JUNE 2, 1867.
The trains of the Ferningivania Central Railroad leave the Depot, at THIFTY-FILST and MARKET streets, which is reached directly by the care of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Hailway ron within one square 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 Chesnut streets.

Agents of the Union Transfer Company will call for and deliver haggage at the Depot. Orders left at No. both Chesnut street, or No. I South Eleventh street, will receive attention. TRAINS LEAVE DEPOT, VIZ :-

daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations apply to FRANCIS FUNK, Agent, No. 18 DOOR Street TRAINS ARRIVE AT DEPOT, VIZ.:-

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 site-MONDAY, April 29, 1867, the trains on the Philadelphia and Eric Baltroad will run as follows:—

Erie Express leaves Williamsport. 8\*45 P. M.
leaves Williamsport. 8\*45 P. M.
Erimira Mail leaves Philadelphia. 8\*05 A. M.
leaves Williamsport. 8\*46 P. M.
Arrives at Lock Haven. 8\*10 P. M.
EASTWARD. 19\*10 P. M.
Leaves Williamsport. 19\*10 P. M.
EASTWARD. 19\*10 P. M.

"leaves Williamsport. 19\*10 P. M.
"leaves Williamsport. 19\*10 P. M.
"leaves Williamsport. 19\*10 P. M.
Erie Express leaves Erie. 5\*00 P. M.
"leaves Williamsport. 7\*10 A. M.
Erie Express leaves Erie. 5\*00 P. M.
"leaves Williamsport. 7\*15 A. M.
"leaves Williamsport. 8\*35 A. M.
"leaves Williamsport. 8\*35 A. M.
"leaves Williamsport. 8\*35 A. M.
"arrives at Philadelphia. 1\*00 P. M.
Mail and Express connect with all trains on Warren and Franktin Railway. Passengers leaving Philadelphia bids at 12\*00 M. arrive at Irvineton at 6\*40 A. M. and Oil City at 1\*50 A. M.
Leaving Philadelphia at 7\*30 P. M., arrive at Official City at 1\*50 A. M.
All trains on Warren and Franklin Railway makes close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through.

ALFRED I., TYLER,
11‡ General Superintendent.

TUCK CAPE MAY BY RAILROAD, FROM

General Superintendent.

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

Commencing SATURDAY, July 18, 1867.

9-00 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 7-05 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6-80 A. M. Morning Mail. Due 10-07 A. M.

9-00 A. M. Fast Express, Due 2-07 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.

Committation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camdelp, N. J.

Through tickets can be procured at No. 828 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),
Commencing SATURDAY, July 13, 1867.

8:00 A. M. Morning Mail, for Bridgeton, Salem,
Milville, Vinciand, and intermediate stations.

9:00 A. M. Cape May Morning Mail,

8:00 P. M. Cape May Accommodation.

2:30 P. M. Grape May Express.

6:00 P. M. Grape May Express.

6:00 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 8:20 A. M.

West Jersey Freight Train leaves Camden at 12 M,

(10061). Freight will be received at Second Covered Wharf below Walnut street, from 7-00 A. M. until 5-00 P. M. Freight received before 5-00 A. M. will go forward the Freight Delivery, No. 228 S. DELAWARE Avenue 72 M WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, ANI TIME TABLE,
On and after Weednesday, May 1, 1867.
FOR GERMANTOWN,
Leave Philadelphia 8, 7, 8, 9-05, 10, 11, 12 A. M. 1, 234, 354, 4, 5, 354, 6, 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 8, 7, 754, 8, 820, 9, 10, 11, 12 A. M. 1, 2, 3, 4, 32, 5, 6, 55, 7, 8, 9, 10, 11 P. M.
The 82b Down Train and 33, and 534 Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 85, A. M. 2, 7, 1034 P. M.
Leave Germantown 25, A. M. 1, 6, 93, P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 234, 534, 7, 9 and 11 P. M.
Leave Chesnut Hill 710, 8, 840, and 1140 A. M. 149, 840, 640, 640, 540, and 1630 P. M.
Leave Chesnut Hill 750 A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 1240, 840, and 925 P. M.
Leave Chesnut Hill 750 A. M. 1240, 840, and 925 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.

M. FOR CONSHOHOCKEN AND NORRISTOWN, FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 75%, 9, and 11°05 A. M. 136.3, 40%, 50%, 60%, 80%, 800 115 P. M.

Leave Norristown 5 40, 7, 7°50, 9, and 11 A. M. 136, 3, 40%, 60%, and 80% P. M.

Leave Philadelphia 9 A. M., 2°80 and 7°15 P. M.

Leave Philadelphia 6, 75%, 9, and 11°05 A. M. 136, 3, 40%, 50%, 60%, 8°10, 50%, 80%, and 110 P. M.

Leave Philadelphia 6, 75%, 9, and 11°05 A. M. 136, 3, 40%, 50%, 60%, 8°10, 70%, 8°20, 99%, and 11% A. M. 2 30%, 5, 60%, 9, and 10% P. M.

Leave Manayunk 6°10, 75%, 8°20, 99%, and 11% A. M. 2 30%, 5, 60%, 9, and 10% P. M.

Leave Philadelphia 9 A. M. 20% and 7% P. M.

Leave Manayunk 75% A. M. 6 and 90% P. M.

W. S. WIISON, General Superintendent.

Debot, NINTH and GREEN Streets.

DHILADELPHIA AND BALTIMORE CEN-

TRAL BAILROAD.—Summer Arrangements.
On and after SATURDAY, June 1.7807, Trains will leave Philadephia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 710 A. M. and 420 P M.
Leave Rising Sun at 5 15 and Oxford at 626 A. M., and leave Oxford at 825 P. M.

A Market Train with Passenger Carattached, will I cave Rising Sun at 5 '15 and Oxford at 606 A. M., and leave Oxford at 525 P. M.

A Market Train, with Passenger Carattached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11'15 A. M., Oxford at 12'06 M., and Kennett at 1'09 P. M., connecting at West Chester Junction with a Train for Palladelphia. On Wednesdays and Saturdays trains leave Philadelphia at 220 P. M., runing through to Oxford.

The Train leaving Philadelphia at 220 P. M., runing through to 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 Philadelphis.

The Train leaving Philadelphia at 250 P. M. runs to Rising Sun, Md.

Plassengers allowed to take wearing apparel only, Passengers allowed to take wearing apparel only, Passengers

REMOVAL.

E M O V A L. A. & H. LEJAMBRE, Late No. 1011 Chesput street, have removed their FURNITURE AND UPHOLSTERY WAREROOMS To No. 1103 CHESNUT STREET, UP STAIRS. 420 8ms

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Corda Twines, Etc. No. 22 North WATER Street, and No. 22 North DELAWARE Avenue,

EDWIN H. FITLER. MICHAEL WEAVER.