TWAS EVER THUS.

I never reared a young gazelle (Because, you see, I never tried); But, had it known and loved me well, No doubt the creature would have died. My rich and aged Uncle John

Has known me long and loved me well, But still persists in living on-I would be were a young gazelle!

I never loved a tree or flow'r: But if I had, I beg to say, The blight, the wind, the sun, or show'r, Would soon have withered it away. I've dearly loved my Uncle John, From childhood till the present hour, And yet he will go living on-I would he were a tree or flow'r.

ARCHÆOLOGY.

To the Editor of the Evening Telegraph:-You published recently an item of scientific news from Paris. It stated that M. Killimonoff. a Russian archeologist, who has recently visited Paris, proposes an Archeological Society, which shall be international in its scope, admitting members from all countries, and holding Archeological Congresses, etc. This is most commendable, and is something that the friends of archaeology have long desired.

The Archeological Institute of Great Britain has been holding once a year a Congress in some one of the principal cities of the kingdom, but the work is entirely local, and little else has been done than to hold pleasant reunions and

examine local antiquities.

An International Congress is what is particularly desired, and I trust the suggestion of M.

Killimonoff may be fully carried out.

Archeology has now become one of the established sciences; its march is steadily onward. It claims for its support governments, societies, and individuals. It constitutes now one of the most absorbing subjects of scientific inquiry abroad. But how is it with us? What are we doing to develop American archieology? With the finest field for exploration in either hemisphere, what are we doing towards opening up to the world our buried treasures? We have scarcely an archeological society in the United States. Our antiquities are as little known as the geography of the moon. These are discredit-

A recent writer in the London Spectator proposes the organization of a commission abroad for the investigation of American antiquities. If our own Government will not do this work, we hope foreign means and intelligence will accomplish it.

We have read much, within a few weeks, of a remarkable ascovery on the Potomac, above Washington of a Runic inscription, with the grave of an Iceland woman, who died in 1051! This marvellous discovery has set archeologists all agog. The learned Scandinavian who professes to have made this discovery publishes a lengthy account, and promises more. Doubts, however, have arisen in the minds of many, and the facts are about to be investigated. A gen-tleman who has given the subject of American antiquities more attention than any one else in the country, and who is now engaged in im-portant explorations West, will visit the region of the alleged discovery, in company with a committee of scientific gentlemen; and the results of his investigations may be regarded as quite authoritative.

Should this discovery prove to be genuine, it will not be the only instance in which Runic in-scriptions have been found in this country. The discovery, however, is of the utmost importance, and demands careful investigation. We are but upon the threshold of archaeological discovery on this continent. A vast field is open for explora-tion on this continent. In the name of science, be done promptly and efficiently! July 26.

A Shawl Pin in the Right Lung of a Child Removed by an Unusual Surgical Operation.

On Tuesday, the 16th instant, Anna, a five-year old child of Samuel Cassel, of South Easton, swallowed a shawl pin, the pin being several inches long, and the head of it almost an inch around. She had thoughtlessly put the pin in her mouth, through which it slipped backward. The mother of the child thrust a finger into its throat, which motion, instead of producing the desired result, worked the pin forward into the windpipe. Violent paroxysms of coughing followed, but as the child had moments of comparative ease, the parents postponed an operation, which was advised at first. The paroxysms became more severe, the face was of a purple color, and the breathing so labored that it could be heard at a considerable distance. Her suffering may be imagined. She begged for relief, and desired the operation. The case was given into the charge of Drs. Innes, G. Slough, and Field. An operation afforded the only hope of recovery. It was performed by Dr. Field, assisted by Drs. Slough and Innes, in the presence of medical students and neighbors. Chloroform was given, an incision made along the middle line of the neck, and the windpipe opened to within an inch of the breastbone. The proper instruments were then introduced, and the pin was found imbedded in the division of the windpipe that goes to the right lung. was removed, and may be seen on inquiry. The httle patient, thus scatched from death, will soon be entirely free from the effects of the operation. - Easton Express.

Choral Unions in France.

A correspondent writes: - The whole of France is organized into choral unions or orpheons. They take all sorts of namessometimes they are orphéons - sometimes choral unions-sometimes a cercle or clubsometimes amateurs-sometimes friends. One set call themselves Sons of Apollo; another the Children of St. Denis; others again the Hope of Paris, the Lyre of Roubaix, the St. Cecilia of some other place. Time was when the orphéons, who consist mainly of peasants, attempted no more than to sing the simple choruses of the Wilhelm school. Now they can attack any composition of any school-the most elaborate works of the greatest masters. As a matter of fact, what they chiefly attack are the compositions of French masters-Halévy, Adolphe Adam, Ambroise Thomas, Gounod, Félicien David, and Laurent de Rillé. It is rather a serious business to adjudicate upon the claims of more than two hundred choral unions, which are to be represented in Paris by eight thousand voices, all claiming the prize. The plan is to break them up into batches, and to hand each batch over to a

An Ant Story.

The Boston Transcript observes:-"Of all the stories about ants the following, which we find in 'The Life of John Buncle, Esq.', is, perhaps, the most marvellous:-

"That the pismires are the best preparers of a skeleton is not only certain from the account the missionaries give of the coming on of the ants in Regn, when, in one night's time, the vast swarms of them that approach reduce every human creature they can fasten on to clean bones, which makes the people set fire to their habitations when they have notice given them, by a kind of small monkey they keep for the purpose, of the motion of this terrible enemy.''

TREASURE HUNTING.—A company has been formed in France with a capital of three million francs, to search for three Spanish galleons which were sunk by the English fleet at the commencement of the last century. The galleons in question were returning from Mexico, and had on board about five hundred million plastres. They are still at the bottom of the sea, and several attempts to come at the treasure have failed. Powerful machinery is constructing at Bordeaux.

A BIGAMY CASE.

An ex-Navy Officer with a Wife in Connecticut and Oue in Washington-Respectable Families Involved.

From the Washington Evening Express, July 30. For some weeks past, Detectives Bigley and Kelly have been working up an interesting case of bigamy, and this morning the matter was made public.

was made public.

It appears that Nathaniel S. Morgan, formerly a Commander in the United States navy, and at one time Captain of the United States steamer Ascutney, did, on the 10th day of July, 1856, marry in this city Miss Martha Wroe, daughter of Samuel Wroe, Esq. (the well-known livery stable proprietor), of this city. The marriage ceremony was performed by the Rev. B. Sunderland. Morgan married under the name of Sinclair Morgan, omitting his first name. The marriage was published in the daily papers, and all seemed well. The couple boarded in the vicinity of the Navy Yard, on account of his being attached to the service and the convenience of being near by. Miss Wroe was congratulated by all her friends—the match was a good one, and she was happy in her love; her husband was kind and attentive, and was a favorite with all who knew him.

It appears, however, that in the spring of

husband was kind and attentive, and was a favorite with all who knew him.

It appears, however, that in the spring of 1857 Morgan, in his full name, married Miss Emma E. Kellogg, of Hartford, Conn. This lady is also of respectable family, and her match was also pronounced a good one by her many friends. Morgan had her living with some of her relatives in Hartford, and always visited her during his trips to Northern cities, which were very frequent. Thus matters progressed, Morgan having a wife in Hartford, Conn., and another one in Washington. By his first wife he had two children, and his second wife is enciente. In September last his first wife, by some means or other, heard he had married a young lady in this city, but would first wife, by some means or other, heard he had married a young lady in this city, but would not credit the story, nor did she make any investigation of the report at that time. Mr. Wroe, father of the second wife, and her uncle, Dr. Wroe, heard some four months since that Morgan had a wife in the North, and they selected the country to work to form out the matter. They such that they see Morgan had a wife in the North, and they se to work to ferret out the matter. They suc ceeded in ascertaining that the report was bu too true. In the meantime (some three month since) Miss Wroe returned to the home of he father, where she remains, and Morgan went no one knew whither. He left the naval ser-vice incontinently, stating to Mr. Wroe that he had a difficulty with an officer in the Navy Yard, and left.

Thus matters stood when the case was placed

Thus matters stood when the case was placed in the hands of Detectives Eigley and Kelly. Mr. M. E. Merrill, attorney-at-law, of Hartford, Mr. M. E. Merrill, attorney-at-law, of Hartford, Conn., came to this city, and as attorney for Mrs. Morgan, the first wife, swore out a warrant before Justice Hazzard, charging Morgan with bigamy. After a week's hunt the accused was captured this morning in Georgetown, where he was employed as a clerk by Godey, the ice dealer. He there passed by the name of Matson, registered this name at the Fountain Hotel, and Mr. Godey only knew him by such a name.

a name.

The accused was arraigned before Justice Hazard, in the room of Major Richards, at the police headquarters. He was accompanied by his father, who resides in Connecticut, and his lawyer, John E. Norris, Esq. Mr. Merrilli and his first wife, Mr. Wroe and his daughter, Dr. Wroe and only others were presented. a name. Wroe and other, were present as prosecuting witnesses. Judge Hughes was retained by Mr. Merrill as the attorney for the prosecution on the part of the first wife, and he appeared as such. Mr. Norris informed the magistrate that he would waive all examination of the case, and was prepared to outer ball for the close. and was prepared to enter ball for his client to appear at the December term of the criminal court, and hoped the magistrate would name a moderate sum as the required bail, as the prisoner was without property, and consequently unable to give a large bond. Mr. Hughes remarked that he did not dispute the right to bail, but thought the sum ought to be good and sufficient to warrant the attendance of the accused at the December term of the Court.

Mr. Norrie replied that the bail should be

Mr. Norris replied that the bail should be reasonably small; he had not denied or con-fessed the guilt of his client; it was merely a charge, not yet proven; a conviction of the charge called for imprisonment of from two to seven years, while assaults with intent to kill, and many other offenses, called for a longer term of imprisonment, and yet ball was frequently entered for parties' appearance at quite a moderate figure. He thought that \$500 good and sufficient ball was enough.

Judge Hughes did not agree with the gentleman—there was a probability of conviction—he was ready to swear and examine witnesses in

man—there was a probability of conviction—he was ready to swear and examine witnesses in the case; the accused had married a second wife while his first wife was living; they were both in the city and ready to testliy to the guilt of the prisoner; he did not think a mere nominal bail was sufficient.

Justice Hazard said the charge was a serious one, and he would place the amount of ball required at \$1500.

Ali the witnesses were held in their recogni-

Ali the witnesses were held in their recogni-

An the witnesses were held in their recogni-zances to appear at the December term of the Criminal Court. Justice Charles Walter entered ball for the prisoner, and he was accordingly released from custody, Morgan is apparently about thirty years of age, of the medium height, and evidently good temperament; indeed, for his affability of man-per hels rolled among his accomminance. He

ner he is noted among his acquaintances. He assumed an air of nonchalance during the arraigning of the case before the magistrate that was quite surprising to the spectators. The ladies who have been made his dupes are both quite young, and in their respective homes have hosts of friends who can but sympathize

with them in this their hour of sorrow.

The father of the accused, who was present during the examination, is a venerable-looking old gentleman, who appeared very much agi-tated while the matter of ball was being discussed by the lawyers

FURTHER PARTICULARS. From the Hartford Times of Monday evening,

A few years since, Mr. Morgan married a daughter of the late William Kellogg, Esq., of East Hactford, and the lady was very much attached to him. They have two bright children now living. Mr. Morgan, in the meantime, was promoted rapidly in the navy, was finally ap-pointed a commander of a large war ship, and his prospects in life were most flattering. While his ship was lying at the Washington Navy Yard, a year or more since, he became attached to a Miss Wroe, an only daughter, and of a highly respectable family of Washington—her father being a man of wealth. Strange as it may seem, and shocking as the fact was to his triends and relatives here, he married Miss

Wroe. She is now about to become a mother.

There are two or three facts that make this case aggravating. Last spring Miss Wroe, who had been the wife of Morgan for nearly a year, came to Hartford to see Mrs. Morgan and ascertain personally with regard to her marriage. She had an interview with her, saw her children and learned all the facts. She went back to her father's in Washington. Soon after Morgan came on, and said he had separated from his came on, and said he had separated from his second wife forever, or had given her up, and that henceforth repudiating his errors, he should cling to his first and only legitimate wife. Mrs. Morgan received him only as a wife who loved her husband could receive him; and she was quite happy. He remained with her a short time, less than a month, when one morning he coolly informed ner that he did not love her. He then left her and went back to Washington, or to Georgetown, within a few miles of Washington. Mrs. Morgan's immediate relatives then took steps to have him arrested. Mr. Wroe, the father of the second wife, sends on a letter signed by R. D. Hubbard, State Attorney, and dated Hartford, June 1, 1867, informing him that Morgan was never married to Miss Kellogg, but lived with her illegitimately for eight years. This letter is a forgery. Whether Mr. Hubbard will take any steps with regard to this forgery we are not informed. We have seen the letter.

THE POLICE OF PARIS. - A subsidy of 5, 207,000 francs was voted the other day by the French legislative body to the city of Paris, for the maintenance of the police of the capital. Up to the year 1855 the municipality paid for the police out of its own funds, but in that year two-fifths of the expense was transferred to the charge of the State. The proportion which thus becomes payable by the public treasury amounted in 1860 to 2,240,000 francs, and in 1861 to 3,847,000 francs, at which figure it remained until last year, when it was again raised to 3,847,000 francs. The considerably higher sum stated above is the proportion for the present year. As this sum is two-fifths of the total expense, the cost of the police of Paris is now thirteen millions of francs a year, or more than one-twelfth of the revenue of the capital. The police consists of 5700 men, or three per thousand of the whole population

of Paris.

SHIPPING

SPECIAL NOTICE. STEAMSHIP TIOGA FOR NEW ORLEANS SATURDAY, AUGUST 3. Freight now being received at Second Wharf below SPRUCE Street. Through Bills of Lading signed to

Gult Ports, and all points on the Mississippi river, at low rates. Goods for St. Louis, and points below, should be consigned to the Agent of the Atlantic and Mississippi

Steamship Co., New Orleans,
For Bills of Lading and information apply to WM, L JAMES, General Agent, Phila. and Southern M. S. S. Co.,

No. 314 South DELAWARE Avenue. STEAM TO LIVERPOOL-CALL-

PASSAGE TO AND FROM GREAT BRITAIN AND IRELAND BY STEAMSHIP AND SAILING PACKET.

DRAFTS AVAILABLE THROUGHOUT ENGLAND IRELAND, SCOTLAND, AND WALES. For particulars apply to
TAPSCOTTS, BROTHERS & CO.,
No. 36 SOUTH Street, and No. 28 BROADWAY,
11 Or to THOS, T. SEARLE, No. 217 WALNUT SA

PHILADELPHIA RICHMOND
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
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THROUGH RECEIPTS TO NEWBERN.
Also, all points in North and South Carolina, vis
Seaboard and Roanoke Railroad, and to Lynchburg
Va., Tennessee, and the West, via Norfolk, Petersburg, South-Side Philroad, and Richmond and Dan
ville Railroad.

burg, South-Side P-ilroad, and Richmond and Dan ville Railroad.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight. No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates, and leave regularly from first wharf above Market street.

Freight received daily.

WM. P. CLYDE & CO.

No. 14 North and South Wharves.

W. P. PORTER, Agent at Richmond and City Point.

T. P. CROWELL & CO, Agents at Norfolk. 61

SOUTHERN MAIL STEAMSHIP COM-FANY'S REGULAR SEMI-MONTHLY LINE, FOR NEW ORLEANS, LA. STAROF THE UNION, 1076 tons, Capt. T. N. Cooksej JUNIATA, 1216 tons, Captain P. F. Hoxie, TIOGA, 1075 tons, Captain J. F. Morse, Will leave this port every two weeks alternately, touching at Havana returning, for freight and pas-sengers,

sengers.
The TIOGA will leave for New Orleans on SATUR-DAY, August 3, at 8 o'clock A. M., from Pier No. 18 (second whari below Spruce street).

The STAR OF THE UNION will leave New Or-The STAR OF THE UNION WIII leave New Orleans for this port July 20,
Through bills of lading signed for freight to Mobile,
Galveston, Natchez, Vicksburg, Memphis, Nashyu e,
Cairo, St. Louis, Louisville, and Cincinnati.
WILLIAM L. JAMES, General Agent,
4 12 No. 314 S. Delaware avenue.
Agents at New Orleans, Creevy, Nickerson & Co.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
FOR SAVANAH, GA.
TONAWANDA, 850 tons, Captain Jacob Teal.
The steamship TONAWANDA will leave for the above port on saturday, August 3, at 3 o'clock A. M., from second wharfbelow Sprace street.
Through passage tickets sold and reight taken for all points in connection with the Georgia Central Railroad.
WILLIAM L. JAMES, General Agent, No. 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell. [41]

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LINE FOR WILMINGTON, N. C.
The steamship PIONEER, 812 tons, Captain J. Bennett, will leave for the above port on THURSDAY, August 15, at 50'clock A. M., from Pier 18 (second whar

August 15, at 80 clock A. M., Home below Soruce street), Bills o Hading signed through ind reduced rates to all principal points in North Carolina, Agents at Wilmington, Worth & Daniel, Agents at Wilmington, Worth & Daniel, WILLIAM L. JAMES, General Agent, 412 No. 314 S. Delaware avenue, HAVANA STEAMERS.

SEMI-MONTHLY LINE, CARRYING THE UNITED STATES MAIL NG, August 13, at 8 o'clock. Passage to Havana, \$50 currency. No freight received after Saturday.

For Freight or Passage apply to
THOMAS WATTSON & SONS,
518 No. 140 N. DELAWARE Avenu

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal with connections at Alexandria from the most direct route for Lynchburg, Bristoi, Knoxville, Nashville Dalton, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Freight received daily.

WM. P. CLYDE & CO.,

No. 14 North and South Wharves.

J. B. DAVIDSON, Agent at Georgatown.

bi. ELDRIDGE & Co., Agents at Alexandria, Valuia.

OPPOSITION TO MONO-POLY.-DAILY LINE FOR BALTI-MORE, via Chesapeake and Dela-Philadelphia and Baltimore Union Steamboat Comany, daily at 2 o'clock P. M.
The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. Sundays excepted). Carying all description of Freight as low as any ther line.

Freight handled with great care, delivered frompily, and forwarded to all points beyond the erminus free of commission.

Particular attention paid to the transportation of all description of Merchandsse, Horses, Carriages, to etc. etc. etc.
For further information, apply to
JOHN D. HUOFF, Agent,
5 169 No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELA-ware and Raritan Canal.
Express Steamboat Company Steam Pro-peliers leave Daily from first wharf below Market street. Through in twenty-four hours. Goods for warded to all points, North, East and West, freed

ommission.

Freights received at the lowest rates.

WM. P. CLYDE & CO., Agents,
No. 14 South Wharves. JAMES HAND, Agent, No. 104 Wall street, New York.

FOR NEW YORK.—SWIFTSURE
Transportation Company Despatch
and Raritan Canal, on and after the 18th of March,
leaving daily at 12 M. and 5 P. M., connecting with
all Northern and Eastern lines.
For freight, which will be taken upon accommodating terms, apply to
WILLIAM M. BAIRD & CO.,
112 No. 182 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS TO SHIP CAPTAINS AND OWNERS,

The undersigned having lessed the KEN.

SINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vessols to be raised or repaired, and being a practical
ship-carpenter and caulker, will give personal attention to the vesseis entrusted to him for repairs.

Captains or Agents, Ship-Carpenters, and Machinists
naving vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's
Patent Metallic Composition" for Copper paint, for
the preservation of vessels' bottoms, for this city, I am
prepared to furnish he same or reasonable terms,
JOHN H. HAMMITT,

Kensington Screw Dock,

1 14 DELAWARE Avenue, above Laurel street.

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RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD BUMMER TIME, TAKING EFFECT JUNE 1, 1867.
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 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 supplication at the Ticket office, N. W. cor. Ninth and Chesnut streets.

Agents of the Union Transfer Company will call for and deliver bangage at the Depot. Orders left at No. 201 Chesnut street, or No. 1 South Eleventh street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:-

Mail Train
Paoli Accommodation, No. 1
Past Line and Erie Express
Paoli Accommodation, No. 2
Harrisburg Accommodation
Lancaster Accommodation 5'30 P. M. 5'30 P. M. 7'30 P. M. 7'30 P. M. 9'00 P. M. 11'15 P. M. Parkesburg Train...... Western Accommodation Train...... Western Accommodation Train Incinnati Express. Frie Mail. Roll Accommodation, No. 8.... daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For null 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 Mall Paoli Accommodation, No. 1 .... 

No. 901 CHESNUT Street, SAMUEL H. WALLACE, The Pennsylvania Railroad Company will not assume any risk for Bagage, 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 taken by special contract.

General Superintendent, Altoona, Pr 

Florence.
At 5 and 10 A. M., A. 4, 5, 6, and 11 80 P. M., for Edge-water, Riverside, Riverton, and Palmyra.
At 5 and 10 A. M., I. 4, 6, and 11 30 P. M., for Fish ouse. The 1 and 11:50 P. M. Lines leave from Market Street Ferry, upper side, LINES FROM KENSINGTON DEPOT

Will leave as follows:— At 11 A. M., 420 P. M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines, Fare, \$2.

At S, 10:15 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., for Trenten and Bristol.

At 8 and 10:15 A. M., 2:30, 5, and 12 P. M., for Morrisville and Tullytown.

At 8 and 10:15 A. M., 2:30, 4:30, 5, and 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.
BELVIDERE DELAWARE RAILROAD LINES,

At 8 A. M. 10r Niagara Falis, Buffalo, Dunkirk, Canandalgua, Elmira, Ithaca, Owego, Rocnester, Blughamton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc.
At 8 A. M. and 3:30 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, Bethle-At 5 P. M. for Lambertville and intermediate Staions.
Lines from West Philadelphia Depot, via Connecting Ballway, will leave as follows:—
At 1:20 A. M., and 1:30 and 6:30 P. M. Washington and
New York Express Lines, via Jersey City, Fare, §3:25,
The I'30 A. M. and 6:30 P. M. Lines will run daily. Il others, Sundays excepted, July 15, 1867. WM. H. GATZMER, Agent,

FOR CAPE MAY BY RAILROAD, FROM Commencing SATURDAY, July 18, 1867.
9-00 A. M. Morning Mail. Due 12-25 P. M. Cape May. Praceptor. Due 21-25 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,
6.30 A. M. Morning Mail. Due 10'07 A. M.
9.40 A. M. Fast 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. 528 Chesnut
street (under the Continental Hotel). Persons
purchasing tickets at this office can have their oaggage checked at their residences.

purchasing threes at this onlock can have their baggage checked at their residences.

WEST JERSEY HAILHOAD LINES,
from foct of MARKET Street (Upper Ferry),
Commencing SATURDAY, July 13, 1867,
800 A. M. Morning Mall, for Bridgeton, Salem,
Millville, Vinciand, and untermediate stations.
800 P. M. Cape May Morning Mall,
800 P. M. Cape May Accommodation.
930 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 12 M.
(noon). (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.
Freight Delivery, No. 228 S. DELAWARE Avenue 7:24f WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, AND

TIME TABLE,
On and after Wednesday, May 1, 1887.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M. 1,
St., 3M. 4, 5, 53, 670, 7, 8, 9, 10, 11, 12 P. M.
Leave Cermantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 8, 4, 49, 6, 69, 7, 8, 9, 10, 11 P. M.
The 8780 Lown Train and 33, and 5% Up Trains will not stop on the Germantown Branch,
ON SUNDAYS.
Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
Leave Germantown 6% A. M. 1, 6, 9% P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 9
and 11 P. M.
Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 140, 840, 540, 640, 840, and 1640 P. M.
ON SUNDAYS.
Leave Philadelphia 9% A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 1240, 540, and 928
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.

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. 154, 3,
154, 554, 656, 5706, and 115, P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 154, 3,
154, 654, and 8% P. M.
ON SUNDAYS,
Leave Philadelphia 9 A. M., 230 and 7 15 P. M.
Leave Norristown 7 A. M., 530 and 9 P. M.
FOR MANAYUNK,
Leave Philadelphia 6, 7%, 9, and 1105 A. M. 154, 3,
155, 654, 805, 85, and 115, P. M.
Leave Manyunk 610, 75, 820, 95, and 115, A. M., 2
354, 6, 654, 9, and 105, P. M.
Leave Philadelphia 9 A. M. 254 and 754 P. M.
Leave Philadelphia 9, A. M. 254 and 754 P. M.
Leave Philadelphia 9, A. M. 254 and 754 P. M.
Leave Manayunk 755 A. M. 6 and 95 P. M.
Leave Manayunk 755 A. M. 6 and 95 P. M.
Leave Manayunk 755 A. M. 6 and 95 P. M.
Depot, NINTH and GREEN Streets,

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC BAILBOAD.

THROUGH IN TWO HOURS.

Five Trains daily to Atlantic City, and one on Sun-

Freight
Express (through in two hours)......

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.

THE MIDDLE ROUTE.—Shortest and most direct route to Bethiehem, Ailentown, Manch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

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

SUMMER A REANGEMENT.

NINE DAILY TRAINS.

On and after WEDNESDAY, May 8, 1887, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—

A1745 A. M.—Morning Express for Bethiehem and Principal Stations on North Pennsylvania Raliroad, connecting at Bethiehem with Lehigh Vailey Raliroad for Alientown, Catasanqua, Statington, Mauch Chunk, Weatherly, Jeansyllie, Hazelton, White Haven, Wilkesbarre, Kingston, Pitston, and all points in Lebigh and Wyoming valleys, also, in connection with Lenigh and Mahanoy Raliroad, for Mahanoy City, and with Catawissa Raliroad, for Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 11755 P. M., for Ematon, and points on New Jersey Central Raliroad to New York.

At 845 A. M.—Accommodation for Doylestown, Mop-At 845 A. M.—Accommodation for Doylestown, hop-ping at all intermediate stations. Passengers for Willow Grove.

At 845 A. M.—Accommodation for Doylestown, atopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

At 1845 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 130 F. M.—Express for Bethiehem, 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.

Passengers for Greenville take this train to Quakertown.

At 2.45 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations, Passengers take
stage at Doylestown for New Hope; at North Wales
for Sunneytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations, Passengers for
Willow Grove, Ratboro, and Hartsville, take stage
at Abingt is for Lumberville at Doylestown,

At 5 20 P. M.—Through accommodation for Bethiebem and all stations on main line of North Ponnsylvania Railroad, connecting at Esthlebem with Lehigh
Valley Evening train for Easton, Allentown, and
Mauch Churk.

At 0.20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1120 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 975 A. M., 2758 and 846 P. M.
265 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Hasleton. Passengers leaving Easton at
1120 A. M. arrive in Philadelphia at 265 P. M.
Passengers leave Wilkesbarre at 130 P. M., connect
at Bethlehem at 645 P. M., and arrive in Philadelphis
at 840 P. M.
From Dovlestown at 825 A. M., 519 P. M., and

at Betblehem at 6:15 P. M., and arrive in Philadelphis at 8:40 P. M.
From Doylestown at 5:25 A. M., 5:19 P. M., and 7:40 P. M.
From Lansdale at 7:20 A. M.
From Lansdale at 7:20 A. M.
From Fort Washington at 11:50 A. M. and 3:05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Boylestown at 2:45 P. M.
Doylestown to Philadelphia at 7:20 A. M.
Bethlehem to Philadelphia at 7:20 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 fare.
ELLIS CLARK, Agent.
Tickets sold and Bassage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 165 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA
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., 2'30 P. M., 4'15 P. M., 4'50 P. M., 7'00 P. M., and 10'36 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 6'15 A. M., 7'15 A. M., 7'30 and 10'35 P. M., 1'55 P. M., 4'50 and 5'50 P. M.

Trains leaving West Chester at 7'30 A. M., and leaving Philadelphia at 4'50 P. M., will stop at B. C. Junotion 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 Philadelphia for Media at 5'30 P. M.

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 street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to departure.

The Chesnut and Walnut Street cars connect with

Front and Market streets thirty minutes previous to departure.

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, passing out Walnut street to the depot.

ON SUNDAYS.

Leave Philadelphia at 8:0 A. M. and 2 P. M.
Leave West Chester at 7:85 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 the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers fine the city.

Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., connect at B. C. Junction with trains on P. and B.

M., and leaving West Chester at 7.20 A. M. and 4.50 P. M., connect at B. C. Junction with trains on P. and B. C. H. B., 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, Barre, HENRY WOOD, 433 General Superintendent.

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 CAR- on all Night Trains.
On and after MONDAY, April 9, 1867, the trains on
the Philadelphia and Eric Railroad will run as
follows:— WESTWARD

follows:

WESTWARD

Mail Train leaves Philadelphia.

leaves Williamspor.

arrives at Erie.

Erie Express leaves Philadelphia.

leaves Williamsport.

arrives at Erie.

Elmira Mail leaves Philadelphia.

leaves Williamsport.

arrives at Look Haven.

EastWARD

Mail Train leaves Erie.

arrives at Philadelphia.

arrives at Philadelphia.

leaves Williamsport.

arrives at Philadelphia.

Erie Express leaves Erie.

leaves Williamsport.

leaves Williamsport. 

Oli City at 950 A. M.
Leaving Philadelphia at 7°50 P. M., arrive at Oli City at 4°55 P. M.
All trains on Warren and Franklin Ballway make close connections at Oli City with trains for Franklin and Petroleum Centre. Baggage checked through.
ALFRED L. TYLER.
General Superintendent DHILADELPHIA AND BALTIMORE CEN-

DHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,—Summer Arrangements. On and siter SATURDAY, June 1, 1897, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Haliroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:15 A. M. and 4:50 P. M.

Loave Rising Sun at 57 lb and Oxford at 6:05 A. M. and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Car attached, will run on Thesdays and Fridays, leaving the Rising Sun at 1:15 A. M., Oxford at 1:200 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 7:15 A. M., consects at Oxford with a daily line of Singes for Peach Bottom, in Lancaster county. Beturning, 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 responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same at 11 HENRY WOOD, General Sup't.

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

On and after JULY 8, trains will leave Depot Phila-delphia, Wilmington, and Battimore Rallroad, 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, Savannah, Raleigh, Charlotte, Newbern, Charleston, Savannan, Rateign, Unarlotte, Columbia, Macce, Augusta, Montgomery, Mobile, New Orleans, and intermediate points,
For tickets and information inquire at Offices, Nos, 41 and 52 CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenue.

[7 1 am H. V. TOMPKINS, General Agent, Norfolk, Va. C. I. TROWBRIDGE, General Passenger Agent.

EST JERSEY RAILROAD.

SUNDAY MAIL TRAIN FOR CAPE MAY.

Commending SUNDAY, June 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philadelphia, foot of Market street (upper ferry), at 7 A. M.
Returning leave-Cape Inland at 8 P. M., stopping at
principal Stations only.

Fare, \$2.00. Excursion Tickets, \$4.00. Good this day
and train only.

WILLIAM J. SEWELL, WILLIAM J. SEWELL,

RAILROAD LINES.

READING RAILROAD
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLEILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1897,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets, Philadelphia, at the following hours:

and CALLOWHILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION,

At 730A. M., for Reading and intermediate Stationa, Returning, leaves Reading at \$50 P. M., arriving in Philadelphia at \$10 P. M.

MORNING EXPRESS,

At \$15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinesrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pannsylvania Railroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Railroad trains for Williamsburg, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Qumberland Valley and Schuylkili and Sunguebanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

and Schuyikili and Susquehanas trains for Northumberland, Willamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at \$30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbis Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Pottstown at \$29 A. M., stopping at Intermediate Stations; arrives in Philadelphia at \$30 P. M.; arrives in Pottatown at \$40 A. M.

Returning, leaves Philadelphia at \$50 P. M.; arrives in Pottatown at \$55 P. M.

READING ACCOMMODATION

Leaves Reading at 720 A. M., stopping at all way stations, arriving at Philadelphia at \$50 P. M.; arrives in Reading, leaves Philadelphia at \$50 P. M.; arrives in Reading at 745 P. M.

Trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottsville at \$50 A. M., arriving in Philadelphia at \$10 P. M., Pottsville at \$4 P. M., arriving in Philadelphia at \$10 P. M., Pottsville at \$4 P. M., arriving in Philadelphia at \$10 P. M. Connecting at Reading with Alternoon Accommodation south at \$50 P. M., arriving in Philadelphia at \$10 P. M.

Market train, with passenger car attached, leaves Philadelphia at \$10 P. M.

Market train, with passenger car attached, leaves Philadelphia at \$10 P. M.

Market train, with passenger car attached, leaves Philadelphia at \$10 P. M.

All the above trains run dally. Sundays excepted. Sunday trains leave Pottsville at \$60 A. M., and Philadelphia at \$1 P. M. Leave Philadelphia for Reading at \$10 A. M., returning from Reading at \$10 P. M.

CHESTER VALLEY RAILROAD.

P.M.

CHESTER VALLEY RAILROAD,
Passengers for Downingtown and intermediate points take the 7:30 A. M., and 5:00 P. M. trains from Philadelphia, returning from Downingtown at 8:10 A. M. and 1:00 P. M. trains from Philadelphia, returning from Downingtown at 8:10 A. M. and 1:00 P. M.

M. EW YORK EXPRESS FOR PITTSBURG ANL

Leaves New York at 9 A. M. and 5 and 8 P. M. passing Reading at 1:00 A. M and 1:50 and 10:06 P. M. and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baitimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 8:45 A. M. and 4:9 M., passing Reading at 4:4 and 10:30 A. M., and 4:30 and 11:45 P. M., and arriving in New York at 10:16 A. M., and 4:40 and 5:20 P. M.

Sieepingcars 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.

P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD,

Trains leave Pottsville at 7 and 11 30 A. M., and 7 15

P. M., returning from Tamaqua at 7 25 A. M. and 1 40
and 4 15 P. M.

SCHUYLKILL 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 2 30 P. M., and from Tremont at 7 35 A. M. and 5 25 P. M.

TICKETS.

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 Potstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Potstown 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 for families and firms.

MILLAGE TICKETS,

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

SEASON TICKETS,

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

CLERGY MEN

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

EXCURSION TICKETS

From Philadelphia to principal stations, good for

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 points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 520 A. M., 12'45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points forward.

MAILS

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 15 P. M.

TO HILADEL PHIA WILMINGTON AND PALL

PHILADELPHIA, WILMINGTON AND BAL-

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD,
TIMORE RAILROAD,
Commencing MONDAY, July 5, 1867, Trains will
leave bepot, corner BROAD Street and WASHINGTON avenue, as follows:—
Way Mail Train at \$520 A. M. (Sundays excepted)
for Baltimore, stopping at all regular stations. Consecting with Delaware Railroad at Wilmington for
Crisneid and intermediate stations.
Express Train at 1750 A. M. (Sundays excepted) for
Baltimore and Washington.
Express Train at 270 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Neware, Elkton, Northeast, Charlestown, Perryville, Havre-dc-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmor's Run.
Night Express at 1700 P. M. (daily) for Baltimore and
Washington. Connects at Wilmington (Saturdays
excepted) with Delaware Railroad Line, stopping at
Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Sallsbury, Princess Anne, and connectling at Cristicia with Bont for Fortress Monroe, Norfolk, Portswooth, and the South.

Fassengers for Fortress Monroe and Novfolk via
Baltimore will take the 1750 A. M. Train,
Via Orisfield will take the 1750 P. M. Train,
Wilmington.

Leave Philadelphia at 1230, 200, 430, 600, and 1170

WILMINGTON TRAINS.
Stopping at all Stations between Philadelphia and Winnington.
Leave Philadelphia at 1230, 200, 430, 600, and 1130 (daily) P. M. The 430 P. M. Train connects with Delaware Bailroad for Milford and intermediate stations. The 600 P. M. Train runs to New Castle.
Leave Wilmington 630, 745 and 8 A. M., 400 and 63 (asily) P. M. The 715 A. M. Train will not stop at stations between Chester and Philadelphia,
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 725 A. M., Way Mail. 935 A. M.,
Express. 215 P. M., Express, 635 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 835 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, at at this office can have their baggage checked at their residence by the Union Transfer Company, 489 H. F. KENNEY, Superintendent.

TO PERSONS GOING OUT OF TOWN.

CALL AT SHETTE'S. NO. 328 CHESNUT STREET

And supply yourselves with STATIONERY PORTFOLIOS, TOURISTS' WRITING DESKS,

DRESNING CASES, CHEMANEN, CHECKER BOARDS, ETC. All kinds of Blank Books, Printing, Stationery

Pocket Books, Pocket Cutlery, etc etc., at very greatly reduced prices. FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage,:Cords

Twines, Etc. NO. 28 North WATER Street, and No. 22 North DELAWARE Avenue, FRILADELPHIA. EDWIN H. PIYLER, MICHAEL WEAVER, CONHAD F CLOTHIER, 516

COTTON AND FLAX.

BAIL DUCK AND CANVAS.
Of all numbers and brands.
Tent Awning, Trunk, and Wagon Cover Duck. Also.
Paper Manuscurers' Dries Felts, from one to say on
Paper Manuscurers' Dries Felts, from one to say on
Feet wide: Pauling, Belling, Sail Twine, sto.
JOHN W. EVERMAN & CO.,
No. 108 JONES Alloy.