THE WESTFIELD, MASS., RIOT.

The State Constables Attacked by a Mob -A Rioter Shot and Killed-The Constables Arrested on the Charge of Murder.

From the Springfield (Mass.) Republican, Oct. 14. One of the most serious riots that ever occurred in law-abiding New England took place in West-field on Saturday night, and resulted in the death of one of the citizens of the town. The cause of the disturbance was a well planned and skilfully executed raid upon a notorious gambling den, the raiders being a party of State constabulary, under the direction of Deputy Samuel Chapin, of this city, who claims that the killing was plainly an act of self-defense on his part. The constables, arriving at Westfield about 11

o'clock, saw lights in the room in the second story of the old "Park House," where the sup-posed gambling was going on. About 11 15 the constables, unhersided and unexpected, went quietly up the front stairs into the building. there were two doors between the stairway and the room where the gamblers were at play, but both were at this time open. They passed in at the first unheard, but before they could reach the second the gamblers got wind of their near approach, and suddenly slammed the inside door in their faces. The constables, however, pushed open the door by force, and found themselves in the midst of a very lively scene.

When the constables first entered the rooms as many as fifteen or sixteen were there, but before the officers could make the arrests half of them, including Foster, the proprietor of the place, escaped by going out upon a sloping ooden plazza, and jumping thus to the ground. Eight, however, were secured, and with them some three hundred "chips," a cue-keeper, and other implements, comprising the complete outfit of a fare bank in full blast.

Meantime the gamblers who has escaped spread the news of the raid, and by personal xertions and by ringing the fire-bell on the engine house near by, called together a crowl, which constantly grew larger and larger, while the excitement increased in a corresponding de-gree. Before there was any disturbance, John H. Brooks, the man who was subsequently killed, came up stairs into the room and said Constable Chapin that the proprietor of the place was a poor man, and that he ought not to take away his "bank." Mr. Chapm replied that Foster had a chance to get back the implements from the Courts. Brooks appeared angry, bu made no particular reply.

As he went down, a man who had accompa-nied him (a stranger to Mr. Chapin) whispered yery slyly in Mr. Chapin's ear, "Better look out for yourself or they'll take your life!" A few minutes later Brooks came up again and told Chapin that Mr. Foster, the trial justice, would be willing that he (Brooks) should take care of the gaming implements. Mr. Chapin replied decidedly that he couldn't permit any such arrangement, when Brooks seemed very much offended and swore roundly at the contrables. The same man who had warned Mr. Chapin before was with Brooks this time, and again told the constable to look out for himself, as serious

trouble was brewing.

Brooks then went down stairs and set on the mob. Brickbats came flying in at the windows uncomfortably thick and fast, while the crowd relled, 'Bring them out!" "Hang the constables!" and the gas was suddenly turned off, leaving Constables, prisoners, and Justice in

The turning off of the gas was the signal for fresh volleys of brickbats, some of which were thrown with such force as to go smashing through a wooden partition. Several of the men inside were hit and severely bruised. Taking advantage of a flurry, during which most of the crowd (now augmented to nearly five hundred men and boys) had gone into the rear of the building, as it was reported that the officers were leaving by the back stairs, the constables and their prisoners went down the front entrance; but had no sooner opened the door than a man who was apparently on the watch shouted, "Here they are." The crowd got the word in an instant, and commenced a grand rush through an alley for the front of the building. From this time the throwing of bricks was continuous, and Mr. Chapin, who was in front, was struck in the face and several times in other parts of the body,

Mr. Chapin, thinking that he was overwhelmed, retreated temporarily to a place two doors south, and was going up an outside stairway, when a man stopped him with the entreaty, "For God's sake, don't come in here; this is a boarding bouse," In quicker time than it takes to read about it, the crowd were in front of the building again, shouting, amid a Babel of yells. As they rushed in a mass to-wards him, Constable Chapin shouted to them, "I order you to disperse, in the name of the Commonwealth!" at the same time drawing his pistol. This had no effect upon the crowd, who closed in around him, white pistol shots began to be heard among them. The constables then told their prisoners that they might take care of selves, as it was evident that they could not hold them longer.

Believing that his life was in peril, Mr. Chapin fired. He directed his first shot at a man who was then preparing to hurl a brickbat at him, and subsequently fired three more shots, in each case at men who had an arm raised to throw a brick. He did not know whether he shot any one, but was aware that they had a salutary effect. The crowd saw that it was geiting dangerous for them as well as the constable, and cea ed to advance, and quieted down very sud-denly. During this temporary lull, the constables were able to get together again, and, by the assistance of one of the men whom they had arrested, escaped by a roundabout way into Canal street. On this street a man fired deliberately at Mr. Chapin, but did not hit him. The constables encountered no further violence, found their horses were spirited away, and they accordingly started on foot and walked ten miles

Meantime the crowd were aware-though the constables were not—that one of the shots fired by Constable Chapin or some one in the crowd (no other constable fired any) had taken effect in the thigh of John H. Brooks. The main artery was severed, and Brooks bled to death in a short time. The result very naturally made the excitement still more intense, and Brooks' brother immediately swore out a warrant before Justice Fowler against all four of the constables, for murder. The warrant was placed in the hands of Deputy Sheriff L. B. Walkley, who drove to this city and arrested Mr. Chapin about 4 o'clock on Sunday morning. Mr. Chapin assisted Mr. Walkley in finding Constables Billings and Wellman, and the three were committed to the care of Sheriff Bush at the jail. Constable Flagg was informed yesterday afternoon, at his residence in Wilbraham, that he was wanted and came in last night and delivered himself up. John H. Brooks, the victim of the riot, was born in England, and was about forty-five years

He leaves a wife and one child. Brooks acter has for a long time been bad. He was convicted several years ago of robbing a bank in the eastern part of the State, and sentenced to five years in the State Prison, though he was pardoned before serving his full term, as it was claimed there never was other than observational acidence against him and near as it was autial evidence against him, and poor at that. He has lived in Westfield for the past twelve years, keeping a gambling house part of the time and a liquor saloon the rest, his busi-ness at the time of his death being that of a rumseller. He frequently drank to intoxication himself, and was not highly respected in the community, though he had many generous qualities which secured him warm friends among his associates.

FERTILIZERS.

A MMONIATED PHOSPHATE AN UNSUBPASSED PERTILIZER

For Wheat, Corn, Oats Potatoes, Grass, the Vegetable Gorden, Pruit Trees, Grape Vines, Etc. Etc. This Fertilizer contains Ground Bone and the bea Fertilizing Salte. Price 100 per ion of 200 pounds. For sale by the

WILLIAM ELLIS & CO., Chemists, No. 724 MARKET Street.

PROPOSALS

UNITED STATES ENGINEER'S OFFICE,

REPAIRS OF CAUSEWAYS AT CHESTER, PA.
Sealed Proposals, as follows, with a copy of this
advertisement attached to each, will be received at
this office, until 20 clock M., MONDAY, October 21,
1867, for materials and labor for repairs of Causeways
to Government Piers at Chester, Pa., viz:—
One set, in duplicate, for delivery at such points of
said Causeways and Piers, as may be required, some
three hundred perches, more or less, of foundation,
or one man, two man and three man stone, for a
double-faced, dry stone wall, and some six hundred
or less running feet of coping stone, with natural
faces, similar to that already used in causeways. The
coping may vary in thickness from 5 to 0 luches, in
widths from 20 to 3-6, and in lengths from 2 to 6 feet.
All the stone furnished to be of a hard and durable
quality, and of such form as when laid to make a
strong and compact wall.

Procosals will state the rate per perch of twentyfive cubic feet for foundation stone, and per cubic foot
for coping, delivered on the premises, in such quantities and at such times as shall be required.

A second set, in duplicate, for furnishing and deitvering on the Causeways and Piers all the filling
required. The material to be quarry dirt earth, mud,
gravel, one or more of these. The rate per cubic yard
of each to be stated, and this rate to cover all expennes, including putting the material in position.

A third set, in duplicate, for furnishing all the labor
and appliances necessary for repairing and building
the Causeways, Walls, etc., and for doing said work
in accordance with instructions given. The work to
be well done, the front and back of wall thoroughly
tied together. All stones laid dry.

The proposals for labor will state the rate per perch
of twenty-five cubic feet laid in the wall. This rate
to cover every expense of preparing foundation
where necessary, of building anew, and of removing
and relaying pertions of old work. As far as practicable, the old materials now on the premises UNITED STATES ENGINEER'S OFFICE

and relaying portions of old work. As far as practihible, the old materials now on the premises to be
used in the construction.

Materials and labor will at all times be subject to
gid inspection and to rejection by agen a of the
laired States. All materials to be delivered and
abor performed by January 1, 1883.

Twenty per centum to be reserved on any part payneot made.

The general character of work to be done, and of
tone required, will be best understood by an examiaction of the premises.

bation of the premises.

Each bid must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be certified to as being good and sufficient security by the United States District Judge, Attorney, Collector, or other public I nvelopes to be indorsed, "Repairs of Government auseways at Chester."

The proposals will be opened on MONDAY, Oct.
1807, at 12 o'clock M. Bidders are invited to be

For blank forms for proposals and other informa-tion inquire at this office.

C. SEAFORTH STEWART,

10:14 6t

Lt.-Col. of Engineers.

GOVERNMENT SALES.

LARGE SALE OF PUBLIC PROPERTY.

OFFICE OF ABMY CLOTHING AND EQUIPAGE,
No. 18 STATE STREET,
New York Cot. 4, 1867.)

Will be sold at Public Auction, at the Depot of
Army Clo Bing and Equipage, No. 409 WASHINGTON Street, New York city, on TUESDAY, the Fid
day of October, 1867, commencing at 11 o'clock A. M.,
to be continued from day to day, the following articles of Army Clothing and Equipage:

21,621 Woollen biankets,
7,211 Rubber do,
5,358 Do. Ponchos,
8,459 Pegged Bootees,
pairs.

83,125 Hand-sewed Bootees, pairs. 55,125 Hand-sewed Bootees, palrs.

56,360 H a n d - s e w e d
Boots, palrs.

21,396 Do. Inf., trimm'd.
20,78 Do. Cav., trimm'd.
20,964 Great Costs, horse.

154,838 Great Cost straps.

18,468 Jackets, Cav., pri-

22.984 Great Coats, horse.
103.992 Do. do. foot.
25.418 Grey Flannel shirts.
69.919 Domet shirts.
134 Unif. coats, Art.
Musicians.
154.98 Jackets, Cav., privates.
(co. 2,859 Do. do. Art., do. 2,859 Do. do. Art., do. 450 do. Hospitalists do, Ho 824 Jackets, Cav. do. 262 Unif. coats, Engi-144 Eagles for Lt. Art. 26 do. do. Ordnance.
316 do. do. Art. Music.
381 do. do. Inft. do.
10,000 Mosquito bars,
226,325 K napsacks.
300 7,426 do. castles. 4,032 Shells and flames.

226,225 K napsacks.
3,999 do. straps, sets.
10,201 H a v er s a c k s,
painted.
286 do. unpainted.
285 SHI Canteens.
4,235 Cotton overalls.
50,815 Crossed subres.
50,815 Crossed subre painted. 285 do. unpainted. 285.511 Canteens. 4 255 Cotton overalls. 439 Hosp. stewards Cap Wreaths. 1,022 Do. Bugies, 1903. Reg. Scales, N. C. S., pairs. 4,795% Brass Scales Sergesuts, pairs, 160 Scale Buttons, prs. 23 Kult Drawers. 200 Unif. Coats, Inft.,

Boys. 425 Trowsers, foot, B's. 104 Pairs B 434 Hosp. Stewards Letters U. 487 Hosp. Stewards Letters 8, 1,542 Scale slides, pairs. .517 Cap Covers. 262 Fifes. 362 Rings for Lt. Art. Capt, pairs.

425 Trowsers, foot, B's.
loi Pairs Bootees, do.
loo Shirts, Flannel.do.
759 Grey Blue Great
Coats, foot.
74 Trowsers, foot.
120 Trowsers, foot.
120 Trowsers, foot.
121 Talmas and Hoods
120 Unif. Coats, Art.,
Kersey.
14 Turbans, Zouave.
263 Wall Tent Poles,
263 Common do.
26,747 Hospital Tent
Plns, large.
2688 Soves for Sioley
Teots and Pipe.
37,216 prs. Chevrons.
691,649 yds. Worsted
Lace.
48,276 Leather N'k St'ks.
25,912 Scales, Corp'is and 13 (63 Fickaxes, 16.825 do, handles 16.825 do, handles 16.825 do, handles, 16.616 do, slings, 16.957 Hatchets, 19.99 do, handles, 19.242 do, slings, 16.668 Spader,

14,009 do. handles. 13,242 do. slings. 9,668 Spader. L. 44 Shovels. 5,546 Stove-Pipe, places 2 Camp Color Staffs. 2 Camp Cotor Statis, 25 Canteen Straps, 66 306 Mess Pans, 26,504 Camp Kettles, 2 Sbley Tents, 47 Wall Tent Files. 55,912 Scales, Corp'is and Privates, prs.

47 Wall Tent Files.

8 Marquee Tents.

428 Hosital Tent
Poles, sets.

1,310 Machine Sewed
bootees, prs.

1,310 Machine
Bootees, prs.

1,3 8 Marquee Tents.
426 Hostital Tent
Poles, sets.

NEW QUARTERMASTER STORES

DEPOT QUARTERMASTER'S OFFICE,
Washington, D. C., October 14, 1857.}
Will be sold on THURSDAY, October 24, at Lincoln
Dept, under the direction of Brevet Colonel A. P. 250 Army Wagons, worn.

Tiess.

Tiess.

Tiess.

Toffice Stools,

Tie Chiffons,

Tie Bunks.

Tiess.

Ti

Bunks.

10 Watering Bridles.

With a large lot of Horse Medicines, such as—
10 ha. Alo. s.

100 hs. Assafolida,
100 lbs. Assafolida,
100 lbs. Assafolida,
100 lbs. Assafolida,
100 lbs. Sugar Lead,
100 lbs. Assafolida,
10

By order of the Quartermaster General.

J. C. McFERRAN.

Deputy Quartermaster General.

10 16 St Brevet Brigadier General U.S. Army.

LARGE SALE OF PUBLIC PROPERTY.

OFFICE ARMY CLOTHING AND EQUIPAGE, ST. LOUIS, Missouri, October 10 1807. Will be sold at Public Auction, at the Depot of Army lothing and Equipage, No. 919 N. Main street, St. onla, on the 2sth day of October Instant, commencing t 11 o'clock A. M., the following articles of Army

tothing and Equipage, viz.:--37,500 WOOLLEN BLANKETS.

Trese Blankeis are all new, and in the best coudition, and offer great inducements to dealers. A small quantity of damaged property will be sold at the same time and place. Samples of all may be seen at the Depot at any time previous to the sale, Terms-Cash in Government funds, ten per cent, lown; the balacce before the goods are taken from the Depot, which must be within five days after the sale, under forfeiture of the purchase and the ten per By order of the Quartermaster-General

JOHN F. RODGETS, Captain and Milliory Storekneper, U. S. A.

SHIPPING

STEAM TO LIVERPOOL-CALL STEAM TO LIVERPOOL—CALL ing at Queenstown.—The Inman Line, salling semi-weekly, carrying the United States Mails.

CITY OF BALTIMORE.

Saturday, October 19
CITY OF PARIS.

Saturday, November 2
CITY OF WASHINGTON. Wednesday, November 2
CITY OF WASHINGTON. Wednesday, November 2
CITY OF ANTWERP.

Saturday in November 2
CITY OF WASHINGTON. Wednesday, November 6
CITY OF ANTWERP.

Saturday and Wednesday, at noon, from Pier No. 45, North River.

RATES OF PASSAGE

By the mail steamer salling every Saturday.

Payable in Gold,

Payable in Corrency.

First Cabin.

100 Steerage.

100 Steerage.

115 To Paris.

15 Paris.

15 Paris.

16 Passage by the Wednesday Steamers:—First Cabin, 190; Steerage, 130. Payable in U. S. Currency.

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.

Steerage pussage from Liverpool or Queenstown, 180; Carrency. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's offices.

No. 15 BROADWAY, N. Y. S.

871 or No. 411 CHESNUT St., Philadelphia.

HAVANA STEAMERS.

CARRYING THE UNITED STATES MAIL, BThe Steamship HENDRICK HUDSON (Howes slaster), will sail for Havana on TUESDAY MORN ING, October 20, at 8 o'clock.

NG. October 29, at s o'clock.
Passage to Havana, \$50 currency.
No freight received after Saturday.
For Freight or Passage apply to
THOMAS WATTSON & BONS,
91
No. 140 N. DELAWARE Avenu

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY FOR NEW ORLEANS, LA., VIA HAVANA, JUNIATA, 1215 tons, Captain P. F. Hoxte STAR OF THE UNION, 1073 tons, Capt. T. N. Cooksey, The JUNIATA will leave for New Orleans on Satur-day, October 19, at 8 o'clock A. M., from Pler 18, South Wharves. The STAR OF THE UNION, will leave New Orleans for this port October 19.

Through bills of lading signed for freight to Mobile Galveston. Natchez, Vicksburg, Memphis, Nashville Cairo, St. Louis, Louisville, and Cincinnati.

Agents at New Orleans, Creevy, Nickerson & Co.

WILLIAM I. JAMES, General Agent, CHAS. E. DILKES, Freight Agent,

11]

No. 214 S. Delaware avenue,

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST!
THROUGH RECEIPTS TO NEWBERN.
Also all points in North and South Carolina, vis
Seaboard and Roanoke Rallroad, and to Lynchburg
Va., Tennessee and the West, via Norfolk, Peters
burg, South-Side Rallroad, and Richmond and Danville Rallroad.

ville Railroad.

The regularity, safety and cheapness of this routs 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.

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVES.

W. P. PORTER, Agent at Richmond and City T. P. CROWELL & CO., Agents at Norfolk. 61

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR LINE
FOR SAVANNAH, GA.
TONAWANDA, 850 tons, Captain Wm. Jennings.
WYOMING, 850 tons, Captain Jacob Teal.
The steamship WYOMING will leave for the above port on Saturday, October 19, at 5 o'clock A, M., from Pier 18 South Wharves.
Through passage tickets sold, and freight taken for all points in connection with the Georgia Central Railroad.
WILLIAM L, JAMES, General Agent, CHAS, E. DILKES, Freight Agent,
No, 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell, 412

The steamship PIONEER, 812 tons, Captain J. Ben nett, will leave for the above port on Thursday, October 17, at 5 o'clock P. M., from Pier 18 South October 17, at 5 0 clock 1. M.,
Wharves.
Bills of lading signed at through and reduced rates
to all principal points in North Carolina.
Agents at Wilmington, Worth & Daniel.
WILLIAM L. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
4 11
No. 314 5. Delaware avenue.

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

DRAFTS AVAILABLETHROUGHOUT ENGLASD
IRELAND, SCOTLAND, AND WALES.
For particulars apply to
TAPSOOTIS, BROTHERS & CO.,
No. 36 SOUTH Street, and No. 28 BROADWAY,
II Or to TROS. T. SEARLE, No. 217 WALNUT

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington D. C., via Chesapeake and Delaware cans with connections as Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashvilla Dalton, and the Southwest. Steamers leave regularly from the first wharf shows

farket street.
Freight received daily.
WM. P. CLYDE & CO.,
No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetowa.
M. ELDRIDGE & Co., Agente at Alexandria, Va.

OPPOSITION TO MONO
POLY.-DAILY LINE FOR BALTI
MONE, via Chesapeake and Dela wair Canal.

Philadelphia and Baltimere Union Steamboat Company, daily at 2 o'clock P. M.

2 be Steamers of this line are now plying regularly netween this port and Baltimere, leaving the second wharf below Arch street daily at 2 o'clock P. M. Dandaws avented).

wharf below Arch street daily at 2 o'clock P. M. (Sundays excepted).

Carrying all description of Freight as low as any other line.

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

Particular attention paid to the transportation of all description of Merchandise, Horses, Carriages of the street street.

For further information apply to
JOHN D. RUOFF, Agent,
5161 No. 18 N. DELA WARE Avenue.

FOR NEW YORK, VIA DELA ware and Raritan Canal.

Express Steambont Company Steam Propellers leave Daily from first wharf below Market street. Through in twenty-four hours. Goods forwarded to all points, North, East, and West, free of commission. Froight received at the lowest rates. Freight 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. SWIFT.

SURE Transportation Company Despatch and Swiftoure Lines, via Delaware and Karitan Canal, on and after the 15th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.

For freight, which will be taken ith all Northern and Eastern lines. For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 182 S. DELAWARE Avenue.

NOTICE TO HAVANA SHIPPERS. Shippers in the Cuoa trade are nereos notined that the steamers of this line will hereafter touch regularly at Havana, both hole whereafter touch regularly at Havana, both going at returning, and will sail promptly as advertised.

WILLIAM L. JAMES. General Agent Philadelphia and Southern Mail Scamblip Co., 10-15 tf No. 314 South DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS. TO SHIP CAPTAINS AND OWNERS,

The undersigned having teased the Kats.

The undersigned having teased the Kats.

SINGTON SCREW DOCK, bega to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vemis to be raised or repaired, and being a practical
thip competer and conliker, will give personal attention to the vessels entrusted to film for repaire.
Captainsor Agents, Ship-Carpenters, and Escolusiss
awing vessels to repair, are solicited to call.
Having the agency for the sale of "Westersted":
The interest of the preservation of vessels' bottoms, for this city, I am
prepared to furnish the same en reasonable terms.
JOHN H, HAMMITT,

Kensington Screw Dock.

COAL,

MIDDLETON & CO., DEALERS IN HARLEIGH LEHIGH and EAGLE VEIN I. Kept dry under cover. Propared expressly family uss. Yard, No. 1228 WASHINGTON and Office. No. 514 WALNUT Street. 7,21

CAN CONCRETE PAINT COMPANY, Office No 545 N. THIRD Street. For prevening all roots rom leaks, to keep wells free form dampness, and seeks, tanks, enserses, and joints of every kind tights, and bottoms of ships, stc., from worses, ends of posts hat go into the earth sound, and materials generally room corroding and dreay, this Paint stands unqualled. For sais in came or casks, ready for use at all times, and suited to all climates.

10 5 lm

JOSEPH LEEDS.

RAILROAD LINES.

READING RAILBOA
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS.
QUEHANNA, CUMBERLIAND, AND WYOMING
VALLEYS, THE NORTH, NORTHWEST, AND
THE CANADA
FALL ARRANGEMENT OF PASSENGER
TRAINS, MONBAY, September 20, 1897.
Leaving the Company's Depot, at TRINTEENTH
and Callowhill Streets. Philadelphia, at the following hours—

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets. Philadelphia, at the following bours:

At 7:30 A. M., for Reading and intermediate Stations. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Alientown, Wilkesbarre, Pitston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Rallroad trains for Allentown, etc., and the Lebanon Valley train for Harrisburg, etc., at PORT CLINTON with Catawissa Rallroad trains for Williamsburg, Lock Haven, Elmira, etc., at HARRISBURG with Northern Central Cymberiand Valley and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

APTERNOON EXPRESS

berland, Williamsport, York, Chambersburg, Pinegrove, etc., AFTERNOON EXPRESS
Leaves Philadelphia at 2:30 P. M., for Reading Pottsvills, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc., POTTSTOWN ACCOMMODATION
Leaves Pottstown at 6:45 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 9:05 A. M., Returning, leaves Philadelphia at 5:55 P.M.; arrives in Pottstown at 5:00 P. M.
Reading at 7:00 A. M., stopping at all way stations, arriving at Philadelphia at 10:15 A. M.
Returning, leaves Philadelphia at 10:15 A. M.
Returning, leaves Philadelphia at 5:00 P. M.; arrives b Reading at 7:40 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1:00 P. M., Pottsville at 2:35 P. M., arriving in Philadelphia at 6:45 P. M.
HARRISBURG ACCOMMODATION
Leaves Beading at 7:15 A. M., and Harrisburg at

HARRISBURG ACCOMMISCOLATION
Leaves Reading at 715 A. M., and Harrisburg at 716 P. M. Connecting at Reading with Atternoon ecommodation south at 6 30 P. M., arriving in Philadiphia at 1910 P. M. delphia at Pio P. M.

Market train, with passenger car attached, leaves
Philadelphia at 1245 noon for Pottsville and all way
stations. Leaves Pottsvilleat 705 A. M. for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted,
Sunday trains leave Pottsville at 8500 A. M., and
Philadelphia at 317 P. M. Leave Philadelphia for
Reading at 800 A. M., returning from Reading at 428
P. M.

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 6:10 A. M. and 1:00 P. M.

M. and 1:00 P. M.

NEW YORK EXPRESS FOR PITTSBURG ANI

Leaves New York at 9 A. M. and 5 and 8 P. M.
passing Reading at 1:60 A. M. and 1:50 and 10:00 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pittaburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Heturning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittaburg, at 3 and 8:45 A. M. and 9 P. M., passing Beading at 4:4
and 10:30 A. M., and 4:90 and 11:15 P. M., and arriving in New York at 10:16 A. M., and 4:40 and 5:30 P. M. Sieepingicars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 2:11 P. M., Mail train for Harrisburg leaves New Yorl at 12 M. CHESTER VALLEY RAILROAD.

SCHUYLKILL WALLEY RAILROAD,
Trains leave Potaville at 7 and 11:30 A. M., and 7:8
P. M., returning from Tamaqua at 7:25 A. M. and 1:4
and 4:15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD SCHUYLKILL AND SUSQUEHANNA RAILROAD
Trains leave Auburn at 750 A. M. for Pinegrove and
Harrisburg, and 150 P. M. for Pinegrove and Tremont,
returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 528 P. M.
TIUKETS.
Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
Csuada.
Exercision tickets from Philadelphia to Reading and

all the principal points in the North and West and Csuada.

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

The following tickets are obtainable only at the office of S. BRADFORD, Tressurer, 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

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

Good for 2000 fulles between all points, \$250 each for families and firms.

EEASON TICKETS,

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

CLERGYMEN

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

EXCURSION TICKETS

fare. EXCURSION TICKETS
From Philadelphia to principal static
Saturday, Sunday, and Monday, at red

be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

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

FREIGHT TRAINS

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

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.

DENNSYLVANIA CENTRAL R ILROAD

WINTER TIME, TAKING EFFECT OCT. 18, 1867, WINTER TIME, TAKING EFFECT OCT, 12, 187.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut Streets cars run within one square of the Depot.

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. Ninih and Chesnut streets, and at the Depot. nd at the Depot.

Agents of the Union Transfer Company will call for ad deliver baggage at the Depot. Orders left at No. of Chesnut street, or No. 1 South Eleventh street, will

TRAINS LEAVE DEPOT, VIZ :-

the and Eric Express..... Accommodation, No. 1.... mmodation..... 5'45 P. M. 11'15 P. M. 8'00 P. M. 11'15 P. M. 9'00 P. M. 12'00 P. M. accommodations, apply to FRANCIS FUNK, No. 187 DOCK Street. TRAINS ARRIVE AT DEPOT, VIZ.:—

Erie Express...... Accommodation, No. 2 For further information apply to JOHN C, ALLEN, Ticket Agent,

TOHN C. ALLIEN, Ticket Agent,
No. 901 CH ESNUT Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot,
Ticket Agent at the Depot,
The Pencayivania Ballroad Company will not assummany risk for Beggage, except for Wearing Apparet, 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 apocial contract. EDWARD H. WILLIAMS.
425 General Superintendent, Attoong, Pa.

DHILADELPHIA AND ERIE RAILEOAD,-SUMMER TIME TABLE, Tricugh and direct route between Philadelphia, Salumore, Harrisburg, Williamsport, and the Great Oil Reaton of Pennsylvania.
ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Eric Railroad will run as follows:—

Loaving Philadelphia av

City at 4 % P. M.

All trains on Warren and Franklin Railway make
All trains for Franklin
close connections at Oil City with trains for Franklin
close connections at Oil City with trains for Franklin
and Petroleum Centre,
Baggage checked through,
ALFRED L. TYLER,
Ouncral Superintendent,

RAILROAD LINES,

forence.
At s and 10 A. M., 1, 3'30, 5, 6, and 11'30 P. M., for Edge-vater, Riverside, Riverton, and Palmyra.
At 6 and 10 A. M., 1, 3'30, 6, and 11'30 P. M., for Fish House, and 11:30 P. M. Lines leave from Market Street Perry, upper side, LINES FROM KENSINGTON DEPOT Will leave as follows:—
At II A. M., 430 P. M., and 12 P. M. (night), via Kentington and Jernoy City, New York Express Lines.

tington and Jerney City, New York Express Lines.
Fare, §3.
At 8, 10:15 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M.,
for Trenten and Bristol.
At 8 and 10:18 A. M., 2:30, 5, and 12 P. M.,
ville and Tullytown. At 8 and 10 15 A. M., 2 30, 6 30, 5, and 12 P. M., for At 8 and 10 15 A. M., 2 30, 4 30, 5, and 12 P. M., for Scheneks.

At 10 15 A. M., 2 30 and 5 P. M., for Eddington.

At 7 30 and 10 15 A. M., 2 30, 5, 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, From Kansington Depot.

BELVIDERE DELAWARE RAILROAD LINES,
From Kennington Depot.
At 8 A. M. for Niagara Falis, Euffalo, Dunkirk,
Canandaigias, Elmira, Ithaca, Owego, Rochester,
Binghamton, Oswego, Syracune, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,
etc. etc. etc. etc.
At S A. M. and S 30 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc.
The S 30 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Stalons.
Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—
At \$500 A. M., and 1:36 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, \$4 25.
The 6:30 P. M. Line will run daily. All others,

October 7, 1887, WM. H. GATZMER, Agent,

Cotober 7, 1897. WM. H. GATZMER, Agent,

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE,
Commencing MONDAY, September 20, 1867, Trains will leave Depot, corner BROAD Street and WASHINGTON Avenne, as follows:—
Way Mail Train at 830 A. M. (Sundays excepted, for Baitimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations,
Express Train at 12 M. (Sundays excepted) for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Eliston, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgswood, Magnolis, Chase's, and Stemmer's Bun.
Night Express at 11'08 P. M. (daily) for Baitimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norbik, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baitimore will take the 1'09 P. M., Train.
WILMINGTON TRAINS,
Stopping at all Stations between Philadelphia and Wilmington.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1'80, 4'30, 6'00, and 11'80 (daily) P. M. The 4'80 P. M. Train counsects with Delaware Bailroad for Milford and intermediate stations. The 6'00 P. M. Train runs to New Custle.

Leave Wilmington at 7 and 8 A. M., 4'00, and 6'26 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA

Leave Baltimore 7'25 A. M., Way Mail, 9'35 A. M.

Express, 2'15 P. M., Express, 6'35 P. M., Express 8'50 P. M., Express

S'50 P. M., Express.

EUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8'55 P. M., stopping at Havre de-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore,

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 1992 CHEENUT Servest, under the Continental Hotel, where also state-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage, chiecked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent,

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. Wallroad, Via Media.

On and after MONDAY, October 7, 1867, Trains will leave Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—
Leave Philadelphia, as follows:—
Leave Philadelphia for West Chester, at 7 4: A. M. 11 A. M., 2:30 P. M., 4:16 P. M., 4:30 P. M., 6:3 P. M., and 11:30 P. M., 153 P. M., 4:50 A. M., 7:45 A. M., 16:0 P. M., 16:0 P. M., 4:50 P. M., 4:50 A. M., 7:45 A. M., 8:00 on East Market street, at 6:25 A. M., 7:45 A. M., 8:00 on East Market street, at 6:25 A. M., 7:45 A. M., 8:00 on East Market street, at 6:25 A. M., 7:45 A. M., 8:00 on East Market street, at 6:25 A. M., 7:45 A. M., 8:00 on East Market street, at 6:25 A. M., 7:45 A. M., 8:00 on East Market street, at 6:25 A. M., 7:45 A. M., 8:00 on East Market street, at 6:25 A. M., 8:00 on East Market street, at 6:25 A. M., 8:00 on East Market Street at 7:46 A. M., and going wost of the street and R. C. Junction going east, will take train leaving Philadelphia at 4:50 P. M., and transfer at H. C. Junction.

The Market Street cars will be in walting, 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 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 8:30 A. M. and 2 P. M.
Leave Philadelphia at 8:30 A. M. and 2 P. M.
Leave Philadelphia at 8:30 A. M. and 2 P. M.
Leave Philadelphia at 8:30 A. M. and 2 P. M.
Leave Philadelphia at 8:30 A. M. and 4:50 P.
M., and leaving Philadelphia at 7:45 A. M. and 4:50 P.
M., and leaving West Chester at 8:50 A. M. and 4:50 P.
M., and leaving West Chester at 8:50 A. M. and 6:51 P.
M., and leaving West Chester at 8:50 A. M. and 6:51 P.
M., and

General Superintendent.

PHILADELPHIA, GERMANTOWN, ANI

On and alter Wednesday, May 1, 1887. FOR GERMANTOWN. EGR GERMAN TOWN.
Leave Philadelphia 5, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 18, 32, 4, 5, 5%, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 5, 7, 7%, 8, 520, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 43, 6, 63, 7, 8, 9, 10, 11 P. M.
The 520 Down Train and 3% and 5% Up Trains will not stop on the Germantown Branch.

The Sep Down Train and \$3 and 5% Up Trains will not stop on the Germantown Branch.

Leave Philadelphia \$5 A. M. 2, 7, 10% P. M. Leave Germantown 5% A. M. 1, 8, 9% P. M. Leave Germantown 5% A. M. 1, 8, 9% P. M. Leave Philadelphia 5, 8, 16, 12 A. M. 2, 8%, 5%, 7, 8 and 11 P. M.

Leave Chesnut Hill, 710, 8, 940, and 1140 A. M. 140 240, 540, 640, 840, and 1040 P. M.

Leave Chesnut Hill 710 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 320 P. M.

FOR CONSHOHOCKEN AND NORRISTOVIN, Leave Philadelphia 6, 75, 2, and 1140 A. M. 124, 8, 4, 52, 63, 805, and 11 2. M.

Leave Norristown 5 E. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 220 and 715 P. M., Leave Philadelphia 9 A. M., 220 and 715 P. M., Leave Philadelphia 9 A. M., 220 and 715 P. M., Leave Philadelphia 9 A. M., 220 and 715 P. M., Leave Philadelphia 6, 75, 9, and 1108 A. M. 134, 3, 55, 53, 503, 503, and 113 P. M., Leave Manyunk 210, 75, 820, 95, and 115 A. M., 3 35, 5 h., 9, and 15 P. M., Leave Philadelphia 9 A. M., 25, and 75 P. M., Leave Philadelphia 9 A. M., 25, and 75 P. M., Leave Philadelphia 9 A. M., 6 and 95 P. M., Leave Manyunk 7; A. M., 6 and 95 P. M., Leave Manyunk 7; A. M., 6 and 95 P. M., W. S. WILSON, General Superintendent, B. Depot, NINTH and GREEN Streets.

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

1. Commencing TULESDAY, September 3, 1887,

4.60 P.M. Cape May, Passenger.

RETURNING TRAINS LEAVE CAPE ISLAND,

9,60 A. M. Morning Mail.

The SUNDAY MAIL and PASSENGER TRAIN caves Philadelphia at 700 A. M., returning leaves Cape Island at 500 P. M.

Communation tickets, good for ONE, THREE, or T. WELVE months, can be procured at the Office of the Company, Camden, N. J.

Through tickets can be procured at No. 828 Chesnut street (under the Continental Hotel). Persons parchalleg tectets at this office can have their magnetic forces at the continental total.

rirchs ling tickets at this office can have their mag
take checked at their residences.

A EST JEHSEY HAILROAD LANKS,
from foot of MARKET Street (Upper Ferry),
Commencing TUESDAY, September 17, 1897,
For Bridgeton, Falen, Vineland, Milylle, and intermediate attitions, 800 A. M., and 800 P. M.
For Cape May 330 P. M.
For Woodbary at 800 A. M., and 300 and 600 P. M.
Freight Train leaves Camden at 12 M. (noon) dally,
Freight will be received at Second Covered Wharf
below Walnut street, from 700 A. M. until 500 P. M.
Freight received before 900 A. M. will go forward the
same day.

Preight Delivery, No. 228 S. DELAWARE Avanue,
71 M. WILLIAM J. SEWELL, Superintendents

RAILROAD LINES.

PENNSYLVANIA RAILBOAD .-DLE ROUTE Shoriest and most chem, Akantowa, Manaoh Chunk, th. Wilkesbarre, Mahanoy City, Have. Vanton, and all points in linity, and w. Vanton, and the regions anoy, and w. Vanton of the Philadelp.

PENNSYLVANIA RAILBOAD,
THE MIL. "chem, Amentown, Mancho Chuna,
direct route to Beth. "Wilkesharre, Mahanoy City,
Hasselton, White Haves. "ranton, and all points in
Mount Carmel, Pittston, to "oming coal regions,
the I chigh, Mahanoy, and W. "la, N. W. corner of
Passenger Depot in Philadelp.
BERKS and AMERICAN Streets.

SUMMER ARRANGEMES.

NINE DAILY TRAINS.

On and after WEDN PSDAY, May 8, 1867, Passenger levels to New Depot, corner Borks and Am.
can streets, daily (bundays excepted), as follows—
A17.54 A. M.—Morning Express for Bethlehem and
Principal Stations on North Pennsylvania Railroad,
connecting at Bethlehem with Lehigh Valley Railroad,
for Ailentown, Catasanqua Statington, Manch Chunk,
Weatherly, Jeansyllie, Haseiton, White Haven,
Wilkesbarre, Pittston, Ecranton, and all points in
Lebigh and Wyoming valleys; also, in connection
with Lebigh and Mahanoy Railroad, for Mahanoy
City, and with Catawissa Railroad, for Mahanoy
City, and with Catawissa Railroad, for Report, Danville, Milton, and Williamspost, Arrive at Manch
Chunk at 1208 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M.; at Scranton at 406 P. M.
Passengers by this train can take the Lehigh Valley
train, passing Betilehem at 11.55 P. M., for Region,
and points on New Jersey Central Railroad to New
York, train, passing Bethlehem at 11:55 P. M., for Reston, and points on New Jersey Central Railroad to New York.

At 8:46 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 16:15 A. M.—Accommodation for Port Washington, stopping at intermediate stations.

At 1:30 P. M.—Express for Bethlehem, Allentown: Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandosh, Mount Carnel, Pitston, Scrabton, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville takes 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 Sumerylown.

At 4 P. M.—Accommedation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington; for Lumberville at Doylestown, stopping at all and the stations of the station o

Mauch Chunk,
At 6'20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11'30 P. M.—Accommodation for Fort West-

At 11:30 P. M.—Accommodation for Fort Washington,
TRAINS ARRIVE IN PHILADELPHIA.
From Bethiehem, at 5:15 A. M., 2:05 and 3:40 P. M.
2:05 P. M. train makes direct connection with Lobigh
Valley trains from Easton, Wilkesbarre, Mahanog
City, and Hazleton, Passengers leaving Easton at
1:20 A. M., arrive in Philadelphia at 2:05 P. M.
Passengers leave Wilkesbarre at 1:30 P. M., connect
at Bethlehem at 5:15 P. M., and arrive in Philadelphia
1:00 P. M.
From Doviestown at 8:25 A. M., 8:10 P. M., and

at Bethlehem at \$'16 P. M., and arrive in P. M., and '10 P. M., From Doylestown at 8'25 A. M., 5'10 P. M., and '40 P. M., From Lansdale at 7'30 A. M.

From Lansdale at 7'30 A. M.

From Fort Washington at 11'50 A. M. and 8'05 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9'30 A. M.

Philadelphia for Doylestown at 2'45 P. M.

Doylestown to Philadelphia at 7'30 A. M.

Bethlehem to Philadelphia at 7'30 A. M.

Bethlehem to Philadelphia at 7'30 A. M.

Bethlehem to Philadelphia at 7'30 P. M.

Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.

White cars of Becond and Third Streets line and Union line run within a shoad distance of the Depot.

Tickets must be produced at the Ticket Office in order to secure the lowest rates of fare.

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

No. 105 S. FIFTH Street.

TRAL RAILROAD,—Summer Arrangemental On and atter SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philagelphia), at 716 A. M. and 450 P M.

Leave Rising Sun at 5.15 and Oxford at 606 A. M., and leave Oxford at 325 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11:15 A. M., Oxford at 12:00 M., and Kennett at 100 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 270 P. M., runsing through to Oxford.

The Train leaving Philadelphia at 7:15 A. M. compects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

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

Passengers allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same, 5 112 THILADELPHIA AND BALTIMORE CEN-

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PRACTICAL AND THEORETICAL ENGINE AND THEORETICAL ENGINERRY MACHINISTS. BOILER WORKS—NEAFIE & LEVY DEATHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, from Botters, Wates Tanks, Propellers, etc. etc. respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fina. Tubular, and Cylinder Bollers, of the best Pennsylvania charcoal iron. Forgings of all descriptions; Roi Turning, Serew Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaganteed.

The subsocribers have ample wharf-dock room for PENN STEAM ENGINE AND

anteed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in period safety and are provided with shears, blocks, falls, etc., etc., for raising heavy or light weights.
JACOB C. NEAFIE, JOHN P. LEVY.

BEACH and PALMER Screets.

JAY, UUHAN MEBRICK, WILLIAM H. MERRICK

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

MERRICK & SONS,

ENGINEERS AND MACHINISTS,

PRILADELPHIA.

ENGINEERS AND MACHINISTS,

PRILADELPHIA.

ENGINEERS AND MACHINISTS,

Castings of all kinds, either iron for brass.

Iron Frame Roofs for Gas Works, Workshops, and

Railroad Stations, etc.

Rotorts and Gas Machinery, of the latest and most
improved construction.

Every description of Plantation Machinery, and

Sugar, Saw, and Grist Mills, Vacuum Pans, Open

Every Toscription of Plantation Machinery, and

Sugar, Saw, and Grist Mills, Vacuum Pans, Open

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Sugar, Saw, and Grist Mills, Vacuum Pans, Open

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Sugar, Saw, and Grist Mills, Vacuum Pans, Open

Every Toscription of Plantation Machinery, and

Sugar, Saw, and Grist Mills, Vacuum Pans, Open

Every Coscription of Plantation Machinery, and

Sugar, Saw, and Grist Mills, Vacuum Pans, Open

Every Coscription of Plantation Machinery, and

Sugar, Saw, and Grist Mills, Vacuum Pans, Open gines, etc.

Bole Agents for N. Billeux's Patent Bugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal Sugar
Draining Machine.

BEIDESBURG MACHINE WORKS;
OFFICE,
No. 65 N. FRONT STREET,
PHILADELPHIA.
We are prepared to fill orders to any extent for our

well-known
MACHINERY FOR COTTON AND WOOLLEN
MILLS,
Including all recent improvements in Carding, Spin;
ning, and Weaving.
We invite the attention of manufacturers to our extensive worse.

ALFRED JENKE & SON;

OTEAM ENGINE MANUFACTURED BY "CORLISS," Providence. Size of cylinder, as inch diameter by 48 inch stroke-about one hundred and ten horse power. Apply to W. R. LEVAN 9 25 261 WOOD and TWENTY-FOURTH Sis., Phila.

WITLER, WEAVER & CO., MANUFACTURERS OF Man lia and Tarred Cordage, Cords Twines Etc.

No. 23 North WATER Street, and No. 23 North DELAWARE Avenue, PHILADELPHIA. MICHAEL WEAVER, CONRAD & CLOTHIER. 216 GERLACH & KLING,

IMPORTERS OF HOCH WINES, NO. 116 SOUTH SIXTH STREET. A first-class Restaurant is connected with the Wholesale and Retail Wine House, where pairons may obtain a scommodating terms, every delicacy the market affords. Patronage solicited. 938 sm CAUTION. - ALL PERSONS ARE CAU-

tioned against purchasing or negotiating Osttificates of Decosit No. 170 for \$825, and No. 180 for
\$685'24, issued by the
FIDELITY INSURANCE TRUST AND SAFE DEFIDELITY INSURANCE TRUST AND SAFE DETO U. H. WADSWORTH,
Parties to whom the same may be offered are requested to give nesses at the Company's Office,
\$24 tf

COTTON AND FLAX,
BAIL DUCK AND CANVAS,
Of all numbers and brands

Tent, Awning, Trunk, and Wason Cover Dack
Also, Paper Manufacturers Driter Felia, from ones,
also, LOS JONES Allege

ENO. 100 JONES Allege