## THE DAILY EVENING TELEGRAPH-PHILADELPHIA, SATURDAY, NOVEMBER 2, 1867.

## THE TROUBLES OF A MANAGER. Curious Experiences of Japanese Acro-

bats. The excitoment caused by the arrival of the Japanese jugglers in this city, and the deep interest felt for the unfortunate little "All Right;" are known to all, but few are aware of the difficulties and misfortunes encountered by the persons who brought these performers from Japan.

In October, 1866, Thomas F. Smith and Gustavus W. Burgess, two Americans then residing in Yokohama, Japan, entered into an agreement with several Japanese acrobats and jugglers to give performances in the United States and Great Britain. By the laws or customs of Japan no native is allowed to leave the country without the permission of the Tyccon. Mesars, Smith and Burgess obtained authority to take the company and receive their services for one year from October 20, 1866. The penalty imposed upon the jugglers by the Tycoon for non-compliance with the terms of this agreement was death !

Twelve performers were selected. The principal ones were Foo-choo-matz, who acted as leader; String-kee-chee, Ling-kee-chee, and Ring-kee-chee, his son of nine years; with Zoo-shee-kee, Chee-shau-kee, La-as-kee, Cheezah-shau, Al-noo-schee, Foo-choo-chee, and I-as-kee as assistants. They were of one family, the servants of the house of Yoo-kuchu, a Japanese Prince. Mesars, Smith and Burgess paid the sum of six thousand five hundred dollars in Mexican gold to Yoo-kuchu for their services for the time named. The performances were to begin on the arrival of the company in San Francisco.

The capital was furnished by Burgess until the troupe arrived at the point of destination, when the profits and losses arising from the performances were to be participated in by both-Smith receiving one-third, and the remaining two-thirds to go to Burgess.

The remarkable performances of the Japanese drew crowded houses throughout the country, and the receipts were larger than were antici pated. Last spring the company were playing to large houses in this city, and Ringchee-chee, popularly known as little "All-Right," had become a favorite. After the performances in New York concluded in August. Mr. Smith was preparing to give the company a rest for a few weeks, preparatory to embarking the troupe for Japan, and intended to put them under tuition of an English teacher, and instruct them in the English language. Several of the company had already acquired some proficiency in the language, and one was acting as interpreter. Little "All-Right" had become particularly attached to the wife of Mr. Smith, and was rapidly learning to speak English; and be-cause of his activity of mind and general intelligence Mrs. Smith intended to adopt him, by permission of the Japanese Government.

At this time Mr. Thomas Maguire offered Messrs. Smith and Burgess the sum of \$15,000 for the services of the performers for a few weeks, to travel throughout the North and West. The company agreed to go with Magnire, on condition that they should come back to New York in October, as they desired to return to Japan. To this Maguire, it is said, assented, and the jugglers performed in Buffalo, Chicago, and other cities, returning to this city about the 1st of September, where

they met with Smith and Burgess. While absent on the Western tour Maguire obtained the signatures of several members of the troupe, through the instrumentality of the interpreter, to an extension of the contract to February 1, 1868. By the terms of this contract he was to pay Foo-choo-matz, for the

under the same but for the unlawful and wrongful interference of the defendants; that defendants have succeeded in poisoning, corrupting, and enticing away from the control and management of the plaintiffs the said Japanese performers." The plaintiffs laid

their damages at fifty thousand dollars. Mr. W. C. Traphagen, counsel for the defen-dants, appeared before Judge Barnard, and showed cause why Mrs. Smith should not ha held according to Voorhees' Code, section 19. last clause:- "No woman should be arrested in any action, except for a wilful injury to persons, character, or property." Judge Barnard. upon his own motion, two days afterwards lischarged Mrs. Smith, as the affidavits did not present such cause to hold her.

As the case would be a long time in litigation, and as Mr. Smith was obligated to the Government of Japan to return the natives to their country in October, Mr. Traphagen advised Mr. Smith to settle the case as quickly as possible, and compromise with Maguire, and others.

Mr. Smith contended that Maguire's interest ended at the expiration of the first contract, and he had no anthority to make a contract with the troupe, but with him (Smith), as he was the authorized agent of the Japanese Government to exhibit them in this country, and the troupe were obliged to return to Japan at the expiration of this contract. If a new coutract were made, it must be made with the Japanese Government. The Japanese were losely drawn to Mr. Smith, and would parform with no one else.

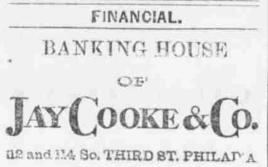
Mr. Smith's counsel said it was expedient to settle the case. Another troupe was on its way to this country, in which Smith had an interest, and finally Smith resolved to compromise if the terms were reasonable.

At this time there were two agents of the Japanese Government in this country purhasing telegraph lines, instruments, steam engines, locomotives, cannon, fire arms, etc. Mr. Traphagen had an interview with them to obtain extension an of time for Mr. Smith. One of these representatives was a prince of the royal family, who had the requisite authority. He agreed to extend the time until March; but the troupe must remain under the control of Mr. Smith. The charges against the interpreter were serious; and it was evident that he would be beheaded on his return to Japan. Magnire agreed to receive ten thousand dol-

lars to compromise the affair. The troupe were to travel throughout the country, an agent of Maguire's to accompany them and receive a certain amount of the receipts and forward it to Maguire.

After a confinement of ten days in the Lud low Street Jail, Mr. Smith was returned to his troupe, and started on a tour. They are now performing in the Southwest to crowded houses, and paying Maguire & Co. the ten thousand dollars which they had agreed to do by force of circumstances.-N.Y. Evening Post, Oct. 31.

-The man Lowry, confined in the Hunting ton (Pa.) Jail, on the charge of horse-stealing made his escape on Tuesday night of last week by unlocking the door with his finger !



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The steamship PIONEER, Siz tons, Captain J. Ben-nett, will leave for the above port on Thuraday. October 31, at 5 o'clock P. M., from Pier 15 South Wintree. 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,

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

RAILROAD LINES.

READING AD LINUS. REATTRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSVLVANIA, THE SCHUYLRILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANALAS. FALL ARRANGEMENT OF PASSENGER TRAINS MONDAY, September 20, 1957. Leaving the Company's Depot, at THIRTEENTH and CALLOW HILL Streets, Philadelphis, at the fol-lowing touse.-

and CALLOW HILL, Sireers, Philadelphia, at the following house...
 MORNING ACCOMMODATION,
 At 700 A. M., for Reading and intermediatestations, Educate and the second state of the second sta

BURG with Northern Central Camberland Valley and Schuylkill and Susquehana trains for North-umberland, Williamsport, York, Chamberaburg, Pinegrove, etc., AFTERNOON EXPRESS
 Leaves Pilladelphia at 221 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia, Railread trains for Columbia, etc., PO (TSTOWN ACCOMMODATION)
 Leaves Pilladelphia at 221 P. M., and thermediate atations: arrives in Philadelphia at 250 P. M., any statistic statistics, etc., and thermediate atations: arrives in Philadelphia at 550 P. M., arrives in READING ACCOMMODATION
 Leaves Reading at 730 A. M., stopping at all way atations, arriving at Philadelphia at 550 P. M.; arrives in Heading at 740 P. M.
 Trains for Philadelphia I at 550 P. M.; arrives in Heading at 740 P. M.
 Trains for Philadelphia is bave Harrisburg at 10 A.
 A. And Pottsville at 24 A. M.; arriving in Philadelphia at 190 P. M.
 A. Returning in Philadelphia is bave Harrisburg at 10 A.
 A. And Pottsville at 24 A. M.; arriving in Philadelphia at 190 P. M., and Pottsville at 24 A. M.; arriving in Philadelphia at 290 P. M.
 A. And Pottsville at 24 A. M.; arriving in Philadelphia at 190 P. M. Afternoon 170 M.
 HARRISBURG ACCOMMODATION.
 HARRISBURG ACCOMMODATION.
 M. Consecting at Roading with Afternoon at 80 philadelphia at 80 P. M., arriving in Philadelphia at 80 P. M.
 Market train, with passenger car attached, leaves Philadelphia and 19 and 19

at 940 P. M. Market train, with passenger car attached, leaves Philadelphia at 1245 noon for Potesville and all way stations. Leaves Potesville at 700 A. M. for Puttadel-phia and all way stations. All the above trains run daily, Sundays excepted, Sunday trains leave Potesville at 800 A. M. and Philadelphia at 315 P. M. Leave Puttadelphia for Reading at 800 A. M., returning from Reading at 425 P. M.

CHESTER VALLEY RAILBOAD. Passengers for Downingtown and intermediate points take the 7:20 A. M., and 5:00 P. M. trains from Philadelohia, returning from Downingtown at 6:10,A.

Philadelchia, returning from Downingtown at 519, A. M. and 100 P. M. THE WEST THE WEST Leaves New York at 9 A. M. and 5 and 5 P. M., passing Reading at 100 A. M. and 150 and 1006 P. M., and connecting at Harrsburg with Pennsylvania and Northern Central Rainoad express trains for Pitta-burg. Chicago, Williamsoort, Eimira, Baitimora, etc. Reinrung, express train leaves Harrisburg on arri-val of the Pennsylvania express from Fittsburg. A 19 and 345 A. M. and 9 P. M., passing Reading at 340 and 10500 A. M., and 429 and 1175 P. M. suberp-ing cars accompany these trains through between Jerscy City and Pittsburg, without change. A mult train for New York leaves Harrisburg at 210 P. M. Mail train for Harrisburg loaves New York at 12 M.

at 12 M, ECHUYLEILL VALLEY RAILROAD, Trains leave Potuville at 7 and 11 25 A, M., and 7:10 P. M., returning from Tamaqua at 7:35 A, M., and 1:40 P. M. The P. M.

P. M., returning from Tamaqua at 7.55 A. M., and 1.40 and 4.15 P. M. SCHUYLEHLL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 7.59 A. M. for Pinegrove and Harrisburg, and 1.50 P. M. for Pinegrove and Tremout, returning from Harrisburg at 5.20 P. M., and from Tremon at 7.35 A. M. and a 25 P. M. TICKETS. Through first-class tlokets and emigrant tlokets to at the principal points in the North and West and Cuada.

1 xc. rsion tickets from Philadelphia to Reading 1 xc.rsion lickets 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 o aly for one day, are sold at Reading and Inter-mediat, stations, by Reading and Pottstown Ac-common atton trains, at reduced rates. The following tickets are obtainable only at the office of 4 BRADFORD, Treasurer, No. 227 South FOURTH street, Philadelphia, or of G. A. NICOLLS, General St. perintendent, Reading:-COMMUTATION TICKETS At 25 per c unt discount, between any points desired,

5 per c int, discount, between any points desired, nilies i ad firms, MILEAGE TICKETS, At 25 per cun

MILEAGE TICKETS, Good for 2000 miles between all points, \$12:50 each for families an 1 frms, SEASON TICKETS, For three, siz, uine, 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 the assives and wives to tickets at half fare. EXCURSION TICKETS

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 Leave Philadelphia at 130, 430, 640, and 1:30 (daily)
 P. M. The 480 P. M. Train connects with Delaware Rairoad for Milford and intermediate stations. The coo P. M. Train runs to New Casile.
 Leave Wilmington at 7 and 8 A. M., 430 and 650 (dailey D. M.

cipal points al Mann's Nu Express Office,

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Front and Market strests thirty minutes previous to departure. ON SUNDAYS. Leave Philadelphin at 5% A. M. and 2 F. M. Leave Pethenet at 755 A. M. and 4 F. M. The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market street bill connect with all Sunday trains, both ways, as usual, leaving Front and Market street hitty-diversing before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city. Trains leaving Philadelphils at 756 A. M. and 450 F. M., and leaving Philadelphils at 756 A. M. and 450 F. M., and leaving Philadelphils at 756 A. M. and 470 F. M., connect at R. C. Junction with trains on P. and H. C. E. R., for Oxford and intermediate points. Passengers are allowed to take wearing appared only as baggage, and the Company will not in any cuse be responsible for an amount exceeding one hun-tered dollars, unless a special contract is made for the same. <u>HENRY WOOD</u>, <u>A 350</u> General Superintendents

 PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAL,-Summer Arrangements, on and atter SATURDAY, June 4, BST, Trains will leave Philadelphia, from the Depot of the Work chester and Philadelphia Railroad, corner of thirkTy-FIRST and CHESN CT Streets (West Fulles, explain), at 718 A. M. and 370 P M.
 Leave Rising Sun at 5 B and Oxford at 606 A. M.; and leave Oxford at 375 P. M.
 A Market Train, with Passenger Car attached, will ran on Toesdays and Fridays, leaving the Rising Sun at 1716 A. M., Oxford at 1200 M., and Kennott at 1700 P. M., connecting at West Chester Janction with a train for Philadelphila. On Wednesdays and Satur-days trains leave Philadelphila at 2500 P. M., run inctra to Oxford.
 The Train Jeaving Philadelphila at 2500 P. M., run inctra to Xiord with a daily line of Stages for Feach footom, in Lancuster county. Returning, leaves Peach Bottom to connect at Oxford with the Affers, noon Train for Philadelphia.
 The Train leaving Philadelphila at 560 P. M. runs to Rising Sun, M.
 The Train leaving Philadelphila at 560 P. M. runs to Rising Sun, M. DHILADELPHIA AND BALTIMORE CEN-

Rising Sun, Md. Passengers allowed to take wearing apparel only. Passengers, and the Company will not in any case be responsible for an amount arceeding one hundred dollars, unless a special contract be made for the same, 5 112 HENRY WOOD General Sup'L

WEST JERSEY RAILROAD LINES, FROM

W EST JERSEY HAIL ROAD LINES, FROM foot of MARKET Street (Upper Ferry), Commencing TUESDAY, September 17, 1897, For Bridgeton, Salem Vineland, Millville, and in-termediate atations, 500 A. M., and 350 P. M. For Cape May 350 P. M. For Woodbury at 800 A. M., and 350 and 600 P. M. Freight Train leaves Camden at 18 M. (noon) daily. Freight Train leaves Camden at 18 M. (noon) daily. Freight value street, from 700 A. M. will go forward the same day.

same day. Freight Delivery, No. 228 S. DELAWARE Avenne, 7 21 WILLIAM J. SEWELL, Superintendent.

CAMDEN AND BURLINGTON COUNTY RAILROAD,-On and after MONDAY, October 21, 1867, trains will leave from foot of MARKET Street (upper ferry), for Merchantville, Moorestown, Hart-ford, Masonville, Hainesport, Mount Holly, Smith-ville, Evansville, Vincentown, Birmingham, and Pemberton, at 10 50 A. M. and 430 P. M. RETURNING. Leave Pemberton at 755 A. M. and 205 P. M. Mt. Holly "817 " 252 " Mt. Holly "842 " 252 " 10 22 U C. SAILER, Superintendent,

LUMBER.

1867.-SELECT WHITE PINE BOARDS AND PLANE. CHOICE PANEL AND IN COMMON, IS FOOT IONE 44, 64, 64, 64, 22, 5, 8 and 4 Inch WHITE PINE, PANEL PATTERN PLANE, LARGE AND SUPERIOR STOCK ON HAND,

troupe, twenty-five hundred dollars in gold for which sum they were to perform in the cities and towns Maguire visited. When the money was given to Foo-choo-matz, and the matter explained, he refused to perform any longer, but expressed his desire to return to Japan. He claimed that the contract was not signed by the troupe, but that one of the troupe, without the authority of the others, and in collusion against them, signed their names without their knowledge or consent. The company were preparing to return when Maguire caused the arrest of the Japanese troupe for violation of contract to perform ac cording to agreement, and the charge of embezzling twenty-five hundred dollars was preferred against Foo-choo-matz.

The whole company were taken before Inspector Leonard, at the Police Headquarters. Not understanding why they were thus arrested, and unacquainted with our language and customs, they were much excited, and "Little All-Right" expected that they were about to perform "Harikari" upon his uncle, Foo-choo-matz. Inspector Leonard dismissed the case until the next day, confining Foo-choo-matz in the Tombs. The case was brought before Judge Hogan on the following morning. W. C. Traphagen appeared as defendant's counsel, and explained the case as we have recited. Judge Hogan discharged the prisoner.

The troupe, with one exception, still remained fixed in their determination not to perform longer in this country, and refused to recognize the alleged contract. Maguire got some control over the interpreter, who iutended to remain in this country, and was endeavoring to influence the troop to do the same. He was unsuccessful, however. Foochoo-matz saw that the interpreter had acted treacherously, and told him that he would be beheaded when he returned to Japan. "Little All Right" hailed him as "bad Jap."

Maguire, finding that he could not enforce this agreement against the company, associ-ated himself with Richard Risley, Edward Banks, and William F. Shudt, and they made complaint to Judge Barnard of the Supreme Court, who, upon affidavits of complainants, issued an order for the arrest of Thomas F. Smith and Emma Smith, his wife, on the charges of "First, damages not arising out of contract; secondly, for injury to property; thirdly, that the defendants are not residents of this State; fourthly, that the defendants are about to remove from this State, with intent to defraud the plaintiff.

In default of \$25,000 bail, Mr. and Mrs. Smith were committed to the Ludlow street

Maguire affirmed before Judge Barnard that he had entered into an agreement with Strin kee-chee, Sing-kee-chee, Foo-choo matz, and Ring-kee-chee, to extend and continue their exhibitions until the last day of January, 1868, "at such times and places as the said plaintiffs may appoint in all respects in accordance with the terms of the agreement as originally made with them; that they would pay the sum of twenty-five hundred dollars in gold on the 20th of August, 1867; that the gold on the 20th of Adgust, 1867; that the plaintiffs would faithfully and truly perform all obligations, pay all moneys according to the true intent and meaning of the contract made with Smith, which they have done; that the services and performances of the said Japanese troups are of great value to the plaintiffs, and have hitherto realized them a very large income over and above the expenses that deponent is informed, and believes, and so charges the fact, that they would have continued to perform and discharge their duties delphia and New York.

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 Dupont's Gunpowder, Refined Nitre, Charcoal, Etc. W. Baker & Co.'s Chocolate, Cocca, and Broms. Crocker Bros. & Co.'s Vellow Metal Sheathing Bolts, and Nalls.

From Philadelph & to principality h.s to prin

From Philadelphis to principal stations, good for saturates, counday, m.d. Monday, st. reduced there, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets. Geods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Sireets. EREIGHT TRAINS Leave Philadelphia dolly at 530 A. M., 1245 noon, and s P. M., for Reading, Gebanon, Harrisburg, Potts-ville, Port Clinton, and al points forward. Marking Close at the Philadelphia Fost Office for all places on the road and its branch as at 5 A. M., and for the principal stations only at 7:4P, M. T DENNAYL VANIA CONTRAL, R. U.RUAD DENNSYLVANIA C.ONTRAL R ILROAD

DENNSYLVANIA CONTRAL BILROAD WINTER TIME, TAKING EFFECT OCT. 13, 1367. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cara, the last car conne (ting with each train leaving Front and Market strees a thirty minutes be-fore its departure. The Chemmi and Wainut 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. Bioeping Car Tickets can be b d on application at the Ticket office, N. W. cor. Ninth and Chesnut streets, and at the Depot. Agents of the Union Transfer C mpasy will call for and deliver baggage at the Depot. Orders left at No. So Chesnut street, or No. 1 South J leventh streets, will receive attention.

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MBII TTHIIL. CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR	A	-24
Fast Line and Erie Express 12:00	M.	
Paoil Accommodation, No. 1	P.	M
Harrisburg Accommodation 2'30	P.	M
Lancaster Accommodation 4'00	P.	M
Parkesburg Train	P.	M
Western Accommodation Train		
Erie MallIl'15	P.	M
Cincinnall Express	P.,	M
Philadelphia Express11'15		
Paoll Accommodation, No. 2 9'00	P.	M
Accommodation	P.	м
Erie Mail leaves daily, except Salarday.		
The Hardwork of The second Data second Statistics All others	Sec. 1	Sec.

Priladelphia Express leaves daily, All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent,

	No. 127 DOCK Street		
1	TRAINS ABRIVE AT DEPOT. VIZ		
1	Cincinnati Express	1'10 A.	
1	Philadelphis Express.	7·10 A.	Μ.
1	Paoli Accommodation. No. 1	8 20 A.	М.
	Erie Mall	9:00 A.	
1	Partesburg Train	9.40 A	24
	Lancaster Train	1º10 P.	M
1	Frie Express	140 P.	M.
ł	Day Express	P20 P.	M.,
l	Paoli Accommodation, No. 2	7·10 P.	M.
1	Harrisburg Accommodation	9 50 P.	Μ.

The Pennsylvaula Raliroad Company will not as anne any risk for Bagaage except for Wearing Ap-oarei, and Hmit their responsibility to One Hundred polarei value. All Baggage exceeding that amount it value will be at the risk of the owner, unless taken

429 General Superintendent, Altoena, Fa. DHILADELPHIA AND ERIE RAILROAD .-

WINTER TIME TABLE, Through and direct route between Philadelphis, Saltimore, Harrisburg, Williamsport, and the Great

Oli Region of Penneylvania. <u>ELEGANT SLEEPING CARS on all Nigh</u> On and after MONDAY, October 14, 1867, El on the Philadelphia and Eric Railroad will	netrains f
follows:- WESTWARD.	
Mail Train leaves Philadelphia	<ol> <li>M. M.</li> <li>P. M.</li> <li>BOOB.</li> <li>BOOB.</li> <li>F. M.</li> <li>A. M.</li> <li>M. A. M.</li> </ol>
" 'ieaves Williamsport	45 P. M.
Mail Train icaves Eric	'40 P. M.
Erie Express leaves Erie	'50 A. M.

RAILROAD LINES.

NORTH PENNSYLVANIA BAILROAD.

NORTH PENNSYLVANIA RAILROAD.-THE MIDDLE HOUTE solution and most meet route to Benjalown, Allentown, Mauch Chung, het the Middle Haven, Wilkesbarre, Malanoy City, to the solution of the Haven of the Malanoy City, the solution of the Haven of the Malanoy City, the solution of the Haven of the Malanoy City, the solution of the Haven of the Malanoy City, the solution of the Haven of the Malanoy City, the solution of the Haven of the Malanoy City, the solution of the Malanoy and the Malanoy City, the solution of the Malanoy and the Solution of the Malanoy Malanoy and Woom of the Malanoy Malanoy City, the Solution of the Malanoy City, Malanoy City, the Solution of the Malanoy City, the Solution of the Solution of the Malanoy City, Malanoy City, the Solution of the Malanoy City, the Malanoy City, the Solution of the Malanoy City, Malanoy City, the Solution of the Malanoy City, the Malanoy City, the Solution of the Malanoy City, the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy with the Malanoy Catalogue and the Solution of the Malanoy Malanoy City at P. Malanoy Catalogue and the Solution of the Malanoy Malanoy City at P. Malanoy Catalogue and the Solution of the Malanoy Malanoy City at P. Malanoy Catalogue and the Solution of the Malanoy Malanoy City at P. Malanoy C

train, passing Fothlehem at 1135 P. M., for Easton, and points on New Jersey Central Railroad to New Yerk.
 At \$45.4 M. - Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Wildow Grove, Hatborn, and Hartsville, by this train, take the stage at Old York road.
 At \$45.4 M. - Accommodation for Fort Washington, and Partsville, by this train, take the stage at Old York road.
 At \$45.4 M. - Accommodation for Fort Washington, and that will be the stage at Old York road.
 At \$45.4 M. - Accommodation for Fort Washington, take the stage at Old York road.
 At \$45.4 M. - Accommodation for Doylestown, stopping at intermediate stations, the stage of the take of the stage of the stage

AL 620 P. M.-Accommodation for Lanadalo, stop-plug at all intermediate stations. At H 20 P. M.-Accommunication for Fort Wash-

From Bethlehem, at 9 to A. M., 205, and 8 so P. M. 4 255 P. M. train makes direct connection with Lehigh alley trains from Easten, Whikembarre, Mahanoy ty, and Hazieton. Passeneers leaving Easton at 26 A. M. arrive in Philadelphia at 205 P. M. Connect leave Wills obsarre at 150 P. M. connect Bethlehem at 6 15 P. M., and arrive in Philadelphia 8 so P. M.

The chacks leave with domineral set 25.0, Contact, at 8 so 1. M., and aritye in Philadelphia at 8 so 7. M.
 From Doylestown at 8 25 A. M., 500 P. M., and 700 P. M.
 From Langenie at 7.30 A. M.
 From Fort Washington at 1150 A. M. and 505 P. M.
 ON SUNDAYS.
 Philadelphia for Beiblehem at 9 30 A. M.
 Philadelphia for Boylestown at 245 P. M.
 Doylestown to Philadelphia at 4 so P. M.
 Betniehem to Philadelphia at 4 so P. M.
 Fith and Sixth Streets Passenger cars convoy passengers to and from the new dopd.
 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 Offloe in order to secure the lowest rases of face.
 E. Lits ULARK, Agent.
 Tickets sold and Taggare checked through to principal points at Mann's North Pennsylvania Baggarge Express Offloe,
 No. 1654 Fifth street.

PHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILBOAD.

No. 105 S, Fifth street,

Ington, TRAINS ARRIVE IN PHILADELPHIA.

Rahffond for Anthon and remerindential standards for the process of the standard standards and standards between the standards of the standard standards of the s

1867 -FOR NEW YORK-THE CAMDEN Railroad Company's Libes, from Philadelphia and Frenton Railroad Company's Libes, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows, viz.-At 6 A. M. via Camden and Amboy Accom. Mall. Mall. Mall. Mall. At 2 P. M., via Camden and Amboy, Express. Mall. At 2 P. M., via Camden and Amboy, Express. Mall. Mall. At 3 A. M., and 2 P. M. for Freehold. At 8 and 10 A. M., 2 and 2%0 P. M., for Trenton. At 8 and 10 A. M., 1, 2, 350, 5, 6, and 11'30 P. M., for Bordentown, Burthagton, Beveriy, and Delanco. At 6 and 10 A. M., 1, 2, 350, 5, 6, and 11'30 P. M., for Bordentown, Burthagton, Beveriy, and Delanco. At 6 and 10 A. M., 1, 2, 350, 5, 6 and 11'30 P. M., for Bordentown, Burthagton, Beveriy, and Delanco. At 6 and 10 A. M., 1, 2, 350, 5, 6 and 11'30 P. M., for Bordentown, Burthagton, Beveriy, and Delanco. At 6 and 10 A. M., 1, 2, 350, 5, 6 and 11'30 P. M., for Bordentown, Burthagton, Beveriy, and Delanco. At 6 and 10 A. M., 1, 2, 550, 5, 6 and 11'30 P. M., for Bordentown, Burthagton, Beveriy, and Delanco. At 6 and 10 A. M., 1, 2, 550, 5, 6 and 11'30 P. M., for Bordentown, Burthagton, Beveriy, and Delanco. At 6 and 10 A. M., 1, 2, 550, 5, 6 and 11'30 P. M., for Bordentown, Burthagton, Beveriy, and Delanco. At 6 and 10 A. M., 1, 2, 550, 5, 6 and 11'30 P. M., At 7 and 7 A. 7

Florence. At 6 and 10 A. M., 1 3'30, 5, 6 and 11'30 P. M., for Edgewater, Hiveraide, Riverton, and Palmyra. At 6 and 10 A. M., 1, 3'50, 6, and 11'30 P. M., for Fish

The 1 and 11:20 P. M. Lines leave from Market Street

Ferry, upper side, LINES FROM KENSINGTON DEPOT Will leave as follows:--At 11 A. M., 4:0 P. M., and 12 P. M. (night), via Ken-sington and Jersey Ulty, 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 Trenton and Br'atol, At 8 and 10'15 A. M., 2'30, 5, and 12 P. M., for Morris-

ille and Tallytown. At 8 and 10'1 A. M., 2'30, 4'30, 5, and 12 P. M., for

At 8 and 107 A. st. 230, 480, 480, 480 at 15 T. M., 107 Schenck's. At 2015 A. M., 230, and 5 P. M., for Eddington. At 730 and 1015 A. M. 230, 45, 65, and 12 P. M., for Cornwell's. Torresdate. Holmesburg, Tacony, Wissi-noming, Bridesburg, and Frankford, and at 8 P. M., for Holmesburg and their mediate stations. BELVIDERF, DELAWARE RAILBOAD LINES, From Kensington Depot.

From Kausington Depot, At 8 A. M. for Niegara Falls, Buffalo, Dunkirk, Canandaigua, Elmire, Ithaca, Owege, Rocaester, Binghamton, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Own etc. etc.

(FORC., WIRCOMPT., Scinneds, Groundshig, Walds Gap, etc., etc. At 8 A. M. and 320 P. M., for Belvidere, Easton, Lambertville, Flerinizgicon, etc. The 370 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Alleatown, Bethle-hom, etc.

At 5 P. M. for Lambertville and intermediate sta-

Lions. Lions from West Philadelphia Depot, via Connect-ing Rallway, will leav as follows:-At 9:00 A. M., and 1:20 and 6:20 P. M., Washington and New York Express Lines, via Jaraey City, Fare,

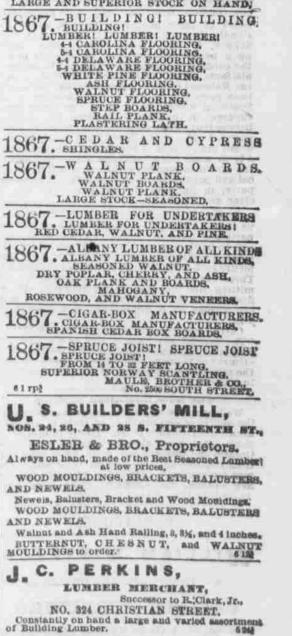
The S A. M. and 670 P. M. Lines will run daily. All October 28, 1807. WM. H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD, TIME TABLE, FOR GERMANTOWN, AND Easter Philadelphia 0.7, 8, 905, 10, 11, 12 A. M.; 1, 2, 35, 55, 4, 5, 55, 8'10, 7, 5, 0, 10, 11, 12 P. M. Leave Philadelphia 0.7, 8, 8, 820, 9 10, 11, 12 A. M.; 1, 2, 8, 4, 45, 6, 65, 7, 8, 9 10, 11 P. M. The 8'20 Down Train, and 3% and 5% Up Trains will not stop on the Germaniown Branch. ON SUNDAYS. Leave Philadelphia 9% A. M. 2, 7, 1014 P. M. Leave Germaniown S', A. M. 1, 6, 9% P. M. CHENNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, 13 A. M. 2, 3%, 5%, 7, 8, and 11 P. M. Leave Chennut Hill 7'10, 8, 930, and 11'10 A. M. 1'40, 3'40, 6'40, 6'50, and 10'50 P. M.

Leave Philadelphia 0/5 A. M. 2 and 7 P. M. Leave Chesnut Hill 740 A. M. 1248, 540, and 923

Leave Constitute Fills Fills AND NORRESTOWN, FOR CONSTHOLOCKEN AND NORRESTOWN, Leave Philadelphia 6, 75, 8, and 11 05 A. M. 12, 8, 45, 55, 65, 65, and 15; P. M. Leave Norristown 340, 7, 750, 9, and 11 A. M. 15, 3, 40; 65, and 35; F. M. ON SUNDAYS, Leave Philadelphia 9 A. M., 570 and 715 P. M. Leave Norristown 7 A. M., 570 and 8 P. M. FOR MANAYUNK.
 Leave Philadelphia 5 A. M., 570 and 8 P. M. FOR MANAYUNK.

FOR MANAYUNK. Leave Philadelphia 6, 75, 0, and 1205 A. M., 15, 5, 55, 50, 50, 90, 95, and 10, P. M. Leave Manayunk 610 75, 870, 95, and 10, A. M., 2, 35, 5, 60, 9, and 10, P. M. ON SUNDAYS. Leave Philadelphia 2 A. M. 5 and 75 P. M. Leave Manayunk 75, A. M., 6 and 95 P. M. W. S. WILSON. General Suparintendent, 14 Depot, NINTH and GREEN Sussels.



WANTS. BOOK AGENTS IN LUCK AT LAST.

The crisis is passed. The hour has come to lift the yell of secresy which has hitherto enveloped the mer intory of the great civil war, and this is done by offsey ing to the public General L. C. Baker's

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For thrilling interest this book transcends all the romances of a thousandyears, and conclusively preves that "truth is stranger than fiction." Agents are clearing from \$200 to \$300 per months, which we can prove to any doubting applicant. A tew more can obtain agencies in territory yet uncosts pied. Address P. GARRETT & CO.

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GARDNER & FLEMING, COACH MAKERS; NO. SIS BOUTH FIFTH STREET, New and Second-hand Carriages for sale. Par tioniar attention paid to repairing 30 6m.