TENNESSEE.

The Necessity for Protecting Teachers by United States Troops.

Mr. Newton, teacher of a freedmen's school at Somerville, Tennessee, was assaulted and driven from that town a few days ago, and a detachment of troops was sent to preserve the peace and that chivalrous community. He returned on Saturday, May 13th, in company with Colonel Palmer, Chief of the Freedmen's Bureau, and on Monday, two teachers from Memphis, Miss H. B. Newton and Miss L. D. Burnett, went down to assist in the preparations for the closing exercises of the schools, which had been interrupted by the driving away of Mr. Newton. The presence of Colonel W. W. Brown, of the Freedmen, together with twenty-five soldiers of the 25th United States Infantry, had quite a peaceful influence upon the community, and although there had been threats that the exhibition should not take place, if they were obliged to kill Mr. Newton to prevent it, yet the exhibition did take place, and on the following Friday, between 10 and 11 A. M., a procession of six or eight hundred persons was formed at the Methodist Episcopal Church, and led by Colonel Brown; they marched with flags flying through the principal streets to the grove, where they were entertained by concert, recitations, dialogues, declamations, and music. There was a banquet with the usual accompaniment of speeches and songs. Colonel Brown spoke in favor of moderation and forbearance, exhorting his audience, composed chiefly of negroes, to be industrious, temperate, courteous, patient, but brave and willing to sacrifice even life to maintain the principles of right. He told them if they would persevere in their attempts to educate and elevate themselves—if they worked hard and economized, saving their money to buy land and provide themselves with homes—even their enemies would be obliged to acknowledge that they have rights which must be respected. Mr. Newton also addressed his scholars and their friends in a similar strain, and the exercises were concluded without interruption. It is the fact that this peace was only secured by the presence of a military force is a sad commentary upon the state of enlightenment and public order in Governor Brownlow's jurisdiction.

ALASKA.

The Rumored Gold Discoveries

The following is an extract from a letter dated San Francisco, June 7, 1868:—

"The news from Sitka is astounding, if true. The reports from the recent gold discoveries of Alaska have produced great excitement here, and also as reported in Oregon, Washington Territory, and British Columbia. The reports, it is true, are brought to Sitka by Indians, but they come from the whites, who are collecting the gold, with commissions to bring up pans, etc., for placer mining. As a consequence, their reports are accepted as true at Sitka, and many are starting for the diggings. Here there is some incredulity as to the immense richness of these mines, but the reports are accepted with the deductions for possible exaggeration. It is well known that small parties of Russians have long worked gold mines in Alaska, notwithstanding the discouragement and opposition of the great Russian American Fur Company. At all events, numbers of our people will go. These Indians report recent discoveries of vast mines of the best anthracite coal, specimens of which they are said to have brought to Sitka. So soon as Congress establishes a Territorial Government in Alaska, and extends there the homestead and preemption system, there will be a great immigration there. It is not only the gold mines, but the coal, iron, lead, copper, grazing, and agricultural lands, fisheries, fur trade, splendid timber, ice trade, magnificent harbors, rivers, etc."

McCULLOCH.

How the Secretary of the Treasury Obtains "Endorsements."

Perhaps the fact that the following article appeared editorially in the *National Intelligencer* yesterday, is a sufficient refutation of the charges made in it:—

"A few days since a tool of Secretary McCulloch called upon a Democratic member of Congress from New Jersey and asked him to sign a paper for the retention of Mr. McCulloch in his present position. The member of Congress refused to comply with this request, giving as a reason that he had repeatedly recommended the removal of prominent radical office holders in his district who were using the power and patronage of their offices against him, and that all such recommendations had been disregarded. Mr. McCulloch's friend then asked the member of Congress what office in the gift of the Secretary of the Treasury he desired. The member of Congress stated that he had urged for many months the removal of a certain radical official. The deputy of Mr. McCulloch then retired, but returned in a few hours, and informed the member of Congress that the removal he desired had been made, and then requested him to sign the paper for the retention of Mr. McCulloch as Secretary of the Treasury. The member of Congress still refused to do so, and the gentleman was obliged to depart without the much-coveted endorsement.

MISCELLANEOUS ITEMS.

—Lotta says she won't marry.

—The Duke of Argyle's flying man can't fly.

—Taglioni has left Paris for Lake Como.

—The London *Daily News* is to become a penny paper.

—An Irish woman marshals Lopez's Amazons.

—Auriol, the once celebrated French clown, at sixty years of age and travels with a circus.

—Louisiana has a debt of $13,332,601, exclusive of Convention expenses.

—Rheumatic gout in the knee is Napoleon's trouble just now.

—New York has received nearly 100,000 emigrants in the past six months.

—Charitable fund dinners are coming to be considered a bore in England.

—Judd and Trumbull don't speak, and their families mutually cut each other.

—A barber won the $80,000 prize in the "Poor Children's" lottery at Paris.

—New York expects 20,000 visitors on the Fourth.

—Heenan would like to fight McCoole for 10,000.

—The comedy in which Ristori appeared is called *Mad on Purpose*. Kate Field has translated it.

—By a recent marriage in Maine, a young woman of twenty is given a grandmother of nineteen.

—Mrs. Prosser, who has been a reader to Queen Victoria, condescends to keep a boarding-house in New York.

—Isaiah Warren proposes to give the Fryeburg (Maine) Academy fund the sum of $1000 whenever the trustees shall raise $9000.

—A young man advertises in a Boston paper for a book-keeper's position, and adds that he "is willing to black boots."

—A tailor's apprentice in England cut his throat and the thread of his young existence with a pair of shears.

—Somebody has done Seneca's "Agamemnon" into French, and the Theatre Francaise is to produce it.

—A soaker at Quincy, Ill., absorbed 110 glasses of beer between lunch and tea the other day.

—There is a queer story that Wales went to the Paris races incog., that he there had his head punched by a Frenchman, also incog-nao.

—It is proposed to place in the chancel of St. Paul's Church, in Brunswick, Me., a stained glass window, as a memorial to the late Bishop Burgess.

—At the recent wedding of the daughter of a New York banker, the house was vocal with innumerable canaries, and the bride looked sweet in white satin and point lace.

—Two women in the coal district of England recently decided their claims to the affections of a young man by a fight after the most approved style of the P. R.

SUMMER RESORTS.

SUMMER RESORTS ON LINE OF PHILADELPHIA AND READING RAILROAD AND BRANCHES.

MANSION HOUSE, MT. CARBON, Mrs. Caroline Wunder, Pottsville P. O., Schuylkill Co

TUSCARORA HOTEL, Mrs. M. L. Miller, Tuscarora P. O., Schuylkill Co

MANSION HOUSE, W. P. Smith, Mahanoy City P. O., Schuylkill Co

WHITE HOUSE, E. A. Moss, Reading P.

ANDALUSIA, Henry Weaver, Reading P.

LIVING SPRINGS HOTEL, Dr. A. Smith, Wernersville P. O., Bucks Co.

COLD SPRINGS HOTEL, Lebanon Co., Chas. Rodearmel, Box 116, Harrisburg P. O.

BOYERTOWN SEMINARY, L. M. Koons, Boyertown P. O., Berks Co.

LITIZ SPRINGS, George T. Gelder, Litiz P. O., Lancaster Co.

PERKIOMEN BRIDGE HOTEL, Davis Longaker, Freeland P. O., Montgomery Co.

PROSPECT TERRACE; Dr. James Palmer, Freeland P. O., Montgomery County. 5 21 2m

EXCHANGE HOTEL,

HUNTINGDON, PENNSYLVANIA,

This old establishment, having been leased by J. MORRISON, former proprietor of the Morrison House, has been entirely

REMODELED AND REFURNISHED,

and supplied with all the modern improvements and conveniences necessary to a first-class Hotel.

The dining room has been removed to the first floor, and is now spacious and airy, and the chambers are all well ventilated, and the proprietor will endeavor to make his guests perfectly at home.

Passengers for Bedford Springs will find this the most desirable stopping-place in Huntingdon.

Address J. MORRISON,

7 1 wfm2w Exchange Hotel, Huntingdon.

THE CATSKILL MOUNTAIN HOUSE,

This favorite SUMMER RESORT, situated on the CATSKILL MOUNTAINS, State of New York, and commanding the finest view in America, having been recently enlarged, will be open from JUNE 10 to OCTOBER 1.

Terms, $4·50 per day, or $28·00 per week.

Stages connect at Catskill with all of the Hudson River Railroad trains, and the day boats from New York or Albany.

Also with the steamboats Thomas Powell and New Champion, leaving Pier 35, foot of FRANKLIN Street, New York, daily, at 5 P. M. Saturdays at P. M. [6 9 2m] CHARLES L. BEACH, Proprietor.

COLUMBIA HOUSE, CAPE MAY.

THE COLUMBIA HOUSE,

At Cape Island, N. J.,

was opened on the 25th of June.

Situated but a few rods from the beach, with three hundred good bathing-rooms standing directly at the surf, and with fine shade trees upon the lawn, this house must surpass any other at the Capes, as well for its outside attractions and conveniences as for its extensive and well regulated interior.

THE COLUMBIA has long been sustained by a substantial and select patronage from all parts of the country, and its appointments may be depended upon as strictly first-class. For rooms, etc., address

GEORGE J. BOLTON, Proprietor,

CAPE ISLAND, N. J.,

6 12 fmw tf BOLTON'S HOTEL, HARRISBURG, Pa.

SURF HOUSE,

Atlantic City, New Jersey.

THIS FIRST-CLASS HOTEL will open for the season on 25th JUNE.

Terms, $3·50 per day, or $20 per week. Address

R. R. THOMPSON, Proprietor,

Formerly of Congress Hall, Cape Island.

N. B.—The music will be under the direction of Mr CARL SENTZ 6 15 2tu

CONGRESS HALL,

CAPE ISLAND, NEW JERSEY,

Will receive guests June 23.

Terms $4·00 per day—$25·00 per week.

Please address, J. F. CAKE,

6 9 tuths2m CAPE ISLAND.

UNITED STATES HOTEL,

ATLANTIC CITY, N. J.,

Will be opened for the reception of guests on

SATURDAY, JUNE 27.

Mus under the direction of Simon Hassler

Persons wishing to engage rooms can do so by applying to

BROWN & WOELPPER, Proprietors,

6 2 3m] ATLANTIC CITY, or No. 827 RICHMOND Street.

LIGHT-HOUSE COTTAGE.

ATLANTIC CITY, N. J.

This well-known house has been REMOVED, REMODELED, and very much ENLARGED, with commodious and comfortable rooms.

Located between United States Hotel and the beach. The grounds surrounding are nicely enclosed and well shaded. Omnibus for the house will leave the cars at U. S. Hotel. NO BAR.

6 12 1m JONAH WOOTTON, Proprietor.

PHILADELPHIA HOUSE, CAPE ISLAND, N. J., is now open for the Summer season. Families desiring a quiet home at the sea shore, at a moderate price, will call on or address E. GRIFFITH, No. 109 CHESNUT Street.

Attached to the establishment is a line of coaches, for the accommodation of guests. 6 22 1m

THE TREMONT HOUSE, CAPE MAY, WILL be opened on and after the Fourth of July, for the season.

Terms—$2·50 per day, or $15 per week.

HUMPHREY HUGHES, 6 23 1m Proprietor.

THE STEAM GENERATOR MANUFACTURING COMPANY OF PENNSYLVANIA.

CAPITAL, - - - $100,000

This Company are now prepared to furnish

WIEGAND'S PATENT IMPROVED STEAM GENERATOR,

Of any power required, upon two weeks' notice. They have been introduced in this city, and thoroughly tested with most satisfactory results, and are sold UNDER GUARANTEE OF ABSOLUTE SAFETY FROM DESTRUCTIVE EXPLOSION. They are cheaper in first cost, and in expense of erection, more economical in fuel, durable and convenient in use than any other apparatus for generating steam.

OFFICE OF COMPANY,

(ROOMS Nos. 5 and 6),

No. 528 WALNUT STREET

NELSON J. NICKERSON, President.

EDWARD H. GRAHAM, 6 18 3m Secretary and Treasurer

JOHN CRUMP,

CARPENTER AND BUILDER,

SHOPS: NO. 213 LODGE STREET, AND NO. 1733 CHESNUT STREET,

5 3 PHILADELPHIA.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after WEDNESDAY, May 1st, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 5·45 A. M.—Accommodation for Fort Washington.

At 7·45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, Scranton, Carbondale, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville, Milton, and Williamsport. Arrives at Mauch Chunk at 12·30 A. M.; at Wilkesbarre at 3 P. M.; Scranton at 4·05 P. M., at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train passing Bethlehem at 11·55 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 8·45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro and Hatsville, by this train take Stage at Old York Road.

At 10·30 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1·40 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2·35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope, and at North Wales for Sumneytown.

At 3·15 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown.

At 4·15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville take stage at Abington.

At 5·00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for Easton, Allentown, Mauch Chunk.

At 6·20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11·30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9·00 A. M., 11·50 Noon, 2·00 and 8·20 P. M.

11·50 A. M. and 2·00 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leaving Wilkesbarre at 1·20 P. M. connect at Bethlehem at 5·05 P. M., and arrive in Philadelphia at 8·30 P. M.

From Doylestown at 8·25 A. M., 5·00 and 7·00 P. M.

From Lansdale at 7·30 A. M.

From Fort Washington at 9·30, 10·45 A. M. and 3·15 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.

Philadelphia for Doylestown at 2·00 P. M.

Doylestown for Philadelphia at 7·00 A. M.

Bethlehem for Philadelphia at 4·30 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 Baggage checked through to principal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE,

commencing MONDAY, April 13, 1868. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Way-Mail Train at 8·30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisfield and Intermediate Stations.

Express Train at 12·00 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3·30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·00 P. M. (Daily) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12·00 M. Train. Via Crisfield will take the 11·00 P. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, 7·00, and 11·30 (daily) P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7·00 and 8·10 A. M. (daily), 1·30, 4·15, and 7·30 (daily) P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7·25 A. M., Way-Mail; 9·40 A. M., Express; 2·25 P. M., Express; 6·35 P. M., Express; 8·55 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8·55 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, 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.

Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, 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 checked at their residence by the Union Transfer Company

4 8 H. P. KENNEY, Superintendent.

FOR CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper Ferry). Commencing THURSDAY, July 2, 1868. Trains leave as follows for Cape May:—

9·00 A. M., Cape May Express, due at 12·25 (noon).

3·15 P. M., Cape May Passenger, due at 7·15 P. M.

RETURNING LEAVE CAPE ISLAND.

6·20 A. M., Morning Mail, due at 10·00 A. M.

3·00 P. M., Cape May Express, due at 8·22 P. M.

Sunday Mail and Passenger train leaves Philadelphia at 7·45 A. M. Returning leaves Cape Island at 5·00 P. M. Excursion Tickets $4.

Cape May Freight trains leave Camden daily at 9·20 A. M., and Cape Island at 6·45 A. M.

Commutation Tickets between Philadelphia and Cape May, at the following rates:—

Annual Tickets, $100; Quarterly Tickets, $30, for sale at the office of the Company in Camden, N. J.

Through Tickets can be procured at No. 828 Chesnut street (under the Continental Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vineland, and intermediate stations, at 8·00 A. M. and 3·30 P. M.

For Cape May, 9·00 A. M. and 3·15 P. M.

Woodbury Accommodation train at 6·00 P. M.

Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon).

Commutation Checks between Philadelphia and all stations at reduced rates.

WILLIAM J. SEWELL, Superintendent.

July 2, 1868.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD—SUMMER ARRANGEMENT.—On and after SUNDAY, April 19, 1868, will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—

At 7·15 A. M. and 4·30 P. M., and leave Rising Sun at 6·15 A. M. and Oxford at 6 A. M., and leave Oxford at 3·25 P. M.

A Market Train, with Passenger Cars attached, will run on TUESDAYS and FRIDAYS, leaving the Rising Sun at 11·05 A. M.; Oxford, 11·45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2·30 P. M.; runs through to Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia.

The train leaving Philadelphia at 4·30 P. M. runs to Rising Sun, Maryland.

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 be made for the same. HENRY WOOD,

4 10 H General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.

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

ELEGANT SLEEPING CARS on all Night Trains.

On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

Mail Train leaves Philadelphia	11·15 P. M.
" " leaves Williamsport	8·20 A. M.
" " arrives at Erie	8 50 P. M.
Erie Express leaves Philadelphia	12·00 noon
" " leaves Williamsport	8·50 P. M.
" " arrives at Erie	10·05 A. M.
Elmira Mail leaves Philadelphia	3·00 A. M.
" " leaves Williamsport	6·28 P. M.
" " arrives at Lock Haven	7·40 P. M.

EASTWARD.

Mail Train leaves Erie	11·00 A. M
" " leaves Williamsport	10·15 P. M
" " arrives at Philadelphia	7 10 A. M.
Erie Express leaves Erie	7·40 P. M.
" " leaves Williamsport	8·15 A. M.
" " arrives at Philadelphia	3·00 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage checked through.

ALFRED L. TYLER, 111 General Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the Interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, May 4, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 7·20 A. M., for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.

MORNING EXPRESS.—At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·20 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 2·30 P. M. for Reading, Pottsville 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 9·10 A. M. Returning leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·30 P. M.

READING ACCOMMODATION—Leaves Reading at 7·30 A. M., stopping at all way stations; arrives in Philadelphia at 10·15 A. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8·00 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·45 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 6·40 P. M.

Harrisburg accommodation leaves Reading at 7·35 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.

Market train, with 4 Passenger car attached, leaves Philadelphia at 12·45 noon for Pottsville and all way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M.; leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 6·30 A. M., 1·00, and 5·45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7·30 A. M. and 4·30 P. M. trains from Philadelphia, returning from Collegeville at 7·01 A. M. and 1·39 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 9·00 and 8·00 P. M., passing Reading at 1 A. M., 1·30 and 10·10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, William port, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 3 and 5·25 A. M., 9·35 P. M. passing Reading at 4·40 and 7·05 A. M., and 11·40 P. M., arriving at New York, 10·10 and 11·45 A. M., and 5·00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6·30 11·00 A. M., and 7·45 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7·35 A. M. for Pinegrove and Harrisburg, and at 12·45 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3·55 P. M., and from Tremont at 7·40 A. M., and 5·30 P. M.

TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for day only, 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, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.

Commutation Ticket at 25 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between all points, at $32·50 each, for families and firms.

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

Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.

Excursion Tickets from Philadelphia to principal stations, good for Sabbath day, 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 New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 5·20 A. M., 12·45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

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.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868.

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. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train	8·00 A. M.
Paoli Accommodation, No. 1	10·00 A. M.
Fast Line	12·00 M.
Erie Express	12·00 M.
Paoli Accom. Nos. 2, 3, and 4	1·00, 6·00 and 10·30 P. M.
Harrisburg Accommodation	2·00 P. M.
Lancaster Accommodation	4·00 P. M.
Parkesburg Train	5·00 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail	11·15 P. M.
Philadelphia Express	11·15 P. M.
Accommodation	11·30 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	7·35 A. M.
Philadelphia Express	7·10 A. M.
Paoli Accommodation No. 1	8·20 A. M.
Erie Mail	7·10 A. M.
Parkesburg Train	9·10 A. M.
Fast Line	9·35 A. M.
Lancaster Train	12·30 P. M.
Erie Express	3·00 P. M.
Paoli Accommodation, Nos. 2 and 3	3·40 and 7·10 P. M.
Day Express	5·00 P. M.
Harrisburg Accommodation	9·00 P. M.

For further information apply to

JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT street,

FRANCIS FUNK, Ticket Agent, No. 116 MARKET street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

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

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.—TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3¾, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 Down Train, and 3¼ and 5¾ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10¼ P. M.

Leave Germantown 8¼ A. M., 1, 6, 9¼ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 8, 8, 10, 12, A. M., 2, 3¼, 5¼, 7, 9 and 11 P. M.

Leave Chestnut Hill 7·10, 8, 9·40, and 11·10 A. M., 1·40, 3·40, 5·40, 6·40, 8·40 and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia 8¼ A. M. 2 and 7 P. M.

Leave Chestnut Hill 7·30 A. M. 12·40, 5·40 and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M. 1¾, 3, 4½, 5½, 6¾, 8·05 and 11½ P. M.

Leave Norristown 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2·30 and 7·15 P. M.

Leave Norristown 7 A. M., 5·20 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5½, 6¾, 8·05, and 11½ P. M.

Leave Manayunk 6·10, 7½, 8·20, 9¼, and 11½ A. M., 2, 3¼, 5, 6¾, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2¾ and 7¼ P. M.

Leave Manayunk 7½ A. M., 6 and 9¼ P. M.

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

GET THE BEST—THE HOLY BIBLE—HARding's Editions—Family, Pulpit and Pocket Bible in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families.

WM. W. HARDING, Publisher, 706 CHESNUT Street below Fourth

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. FROM WALNUT STREET WHARF.

At 5·30 A. M., via Camden and Amboy Accommodation..... 2·25

At 8 A. M., via Camden and Jersey City Express Mail..... 3·00

At 2 P. M., via Camden and Amboy Express... 3·00

At 3·30 P. M., via Camden and Jersey City Express..... 3·00

At 6 P. M., for Amboy and intermediate stations.

At 5·30 and 8 A. M., 2 and 3·30 P. M., for Freehold.

At 8 and 10 A. M., 2, 3·30 and 4·30 P. M. for Trenton.

At 5·30, 8, and 10 A. M., 1, 2, 3, 3·30, 4·30, 6 and 11·30 P. M. for Bordentown, Burlington, Beverly, and Delaware.

At 5·30 and 10 A. M., 1, 2, 3, 3·30, 4·30, 6, and 11·30 P. M., for Florence.

At 5·30 and 10 A. M., 1, 2, 4·30, 6, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. 2 P. M. for Riverton and 5·30 P. M. for Palmyra.

At 8·30 and 10 A. M., 1, 3, 4·30, 6 and 11·30 P. M. for Fish House.

The 1 and 11·30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare $1.

At 7 and 11 A. M., 2·30, 3·30, and