ONE WASHINGTON LOBBYIST.

The King Fish in the Shoal that Butler's Net Dragged In.

The Washington correspondent of the Cincinnati *Gazette* writes as follows:—

The following paragraph from a recent letter by George Alfred Townsend, to the Chicago *Tribune*, is floating around the newspapers:—

Sam Ward, who is prominent in the Butler report, is a good deal of a bird by all accounts, and a type of the generic Washington speculator. He has been all over the world, speaks German, Spanish, Italian, and French; has visited Mexico and the Spanish coast, studied and become perfect in several Indian dialects, published a volume of poems, shipped before the mast, and knows every considerate public man in the country. He drinks only champagne, buys gold at the rate of fifty thousand at a stroke, wears good clothes, is never moody, takes life like a Dutch canal in Easter week, and looks upon Congress as a sort of third house to himself. Such a genius has no design of General Butler. He recognizes in the general a thorough man of the world, and attributes all his idiosyncracies to the slight accident of his New England birthplace. The more points General Butler can make on Sam Ward, the more Sam Ward admires General Butler. Pony match like an educated mule and Dan Rice's learned stallion. The admiration that is lost between them is unfathomable.

Of course there are slight inaccuracies in the above. Mr. Ward has been known to drink other beverages besides champagne; when he does buy gold, fifty thousand at a stroke, it is sure to be on a very small margin; he doesn't remember having shipped before the mast, and has never been suspected by his acquaintances of anything so energetic; and there are several considerable public men in the country with whom he is not on terms of confidential intimacy. But he is nevertheless, as described above, a remarkable person; and as a unique member of the better class of Washington lobbyists, and one of the most prominent in the eyes of the Impeachment investigators, he is interesting enough to have some further mention. By his side Woolley becomes a commonplace sort of a character.

To begin with, he is own brother to the best female poet this country has ever produced, Julia Ward Howe, and, by consequence, brother-in-law to Dr. Howe, the noted friend of the Greeks, whom Mr. Sumner declares we shall yet have as Minister to Greece, in place of Mr. Tuckerman, if *he* is to have any influence with the next Administration. He married a grand-daughter of John Jacob Astor, is the son-in-law of William B. Astor, and father-in-law to John W. Chanler, of New York, who for the last three Congresses has represented the Five Points District in the House. His wife lived but a few years after his marriage, leaving only one child, a daughter. He was soon flung off by the Astors on account of his splendid vices, his daughter was taken by them to be educated, and from that day to this has sustained few relations with her father, save in the matter of a lawsuit about some property.

Bankrupt and abandoned by the wealthy connections, from whom he had derived consideration among moneyed men, he left New York, and began a wandering career, visiting, as is said above, pretty nearly every part of the civilized world worth knowing. In California, where he seemed disposed to establish himself, he got started as a banker, Rodman F. Price, formerly of New Jersey, furnishing the money and respectability in the concern, and Ward furnishing the brains. With his habits, of course, he failed. Then he took a ranch. Finally he came down to faro, as a means of earning an honest livelihood. Naturally his sympathies were with the Southern element in California. He was hand in glove with the conspirators that arranged the murder of Broderick, and was accused by his enemies of having had a share in the plot.

Meanwhile he married again, and, of course, married well. He was, perhaps, an adventurer, but always a blooded one. This time he became the son-in-law of a United States Senator from Louisiana. But before many years his wife left him, took her children, and went to Paris.

During the war he was a Rebel sympathizer. (Since its close he very appropriately (as things go in the lobby) became a Washington lobbyist. The lottery companies wanted legal recognition, and so he came on as their agent to secure it, with a wonderfully liberal offer from them to pay as much taxation as the Government desired. Some champagne dealers had misunderstandings with the Revenue officers, and Mr. Ward was to arrange these satisfactorily at the Treasury Department. Furthermore, whatever relations he could establish there would be valuable to speculative gold brokers.

How should such a man succeed? Poor, ignorant reader, to know so little of the ways of our politicians! Why should such a man not succeed? He has very marked ability. He is an accomplished man of the world. Strangely enough, he is also a man of letters. Probably no one head in Washington has more fine brains in it going to seed. He speaks three or four languages fluently and idiomatically. He has published a volume of poems, not wholly unworthy of the sister that wrote the immortal "Battle Hymn of the Republic." He has translated some of Tennyson's shorter poems into French verses so pure and graceful that Frenchmen admire them and attribute the translation to some of their own *literateurs*. To such lighter fruits of his culture he adds a knowledge of astronomy and of the higher mathematics, remarkable enough to have made some of his investigations the theme of discussion in the Reviews and Scientific Reports. He is a *bon vivant*, a charming dinner-table companion, a hospitable and lavish entertainer.

Is the official whom he wants to seduce a lover of good living? Ward invites him to a charming dinner. Is he fond of fine wines? Ward knows where to secure for him a basket of Moselle, better than the French Minister can command. Is he fond of books? Ward captures him with a present of a rare edition. So he makes himself intimate with the men who have the knowledge or power he wants. Quite naturally General Butler found him knowing when Government gold was going to be sold in New York.

His services seem to have been well rewarded. He lived in fine style through the winter, entertained liberally, was always elegantly dressed, rarely condescended to visit the Capitol or to go to his dinner at the fashionable restaurant in less expensive conveyance than a carriage, sent bottles of fabulously old whisky, or unapproachable French brandy, to his friends, in acknowledgment of the slightest courtesies.

But he came to grief. He fell into Butler's hands, and his business as a lobbyist (which could only flourish in secrecy) was exposed. There are copies of letters in this town now, which he sent to his principals, reciting the particulars and the cost of five dinners that he gave to high officials whose influence he was seeking, describing how they became warm with his wines and eager for cards, and how he gratified them with play, and so contrived the games as that they should win a few hundreds—enough to fool them to the top of their bent, and to inspire them with the greatest desire to oblige their generous but unlucky "victim!"

These exposures ruined his power for harm, and for a time he had such power. But a calamity was next to befal that should render him ridiculous.

Of late years he has generally been accompanied by a bright, handsome, smooth-faced, but bright manly-looking little nephew—a boy apparently seventeen or eighteen years of age, named Charley Ward. The uncle's attachment to this dashing young fellow was remarkable. He supplied him with abundant means for elegant dressing, champagne suppers, a team of fast horses, and whatever other accessories a spoiled and rather fast youth might think necessary for his style of living. The two generally traveled together, rode or drove together, went shooting together. Young ladies at the watering-places looked upon Charley Ward as quite an eligible party for flirtations at least, and the gay boy was a favorite in most circles to which his uncle introduced him.

On the heels of exposure here, however, came trouble in New York. A prying police officer took it into his head one day to scrutinize Charley Ward pretty closely. Police officers are apt to be keen-eyed. This one finally ventured to arrest the youngster. For further particulars see the New York *World's* account of the young woman arrested in the disguise of male attire.

It turns out that "Charley's" real name is Julia Morgan, and that Ward picked her up in Mercer street some years ago, took a fancy to her, disguised her in boy's clothes, and has had her with him ever since.

If there is anything to add to this true story it is that probably the career of Sam Ward, as a Washington lobbyist, is about ended; that his grizzly-bearded, rubicund features and jolly figure will no longer appear fatefully about the penetralia of the Treasury Department; that his choice dinners, rare wines, and charming dinner-table talk will no longer delight his official friends, who will probably have suspicions, when the next man without visible means of support wishes to entertain them so lavishly, and that the champagne dealers, gold brokers and lottery companies must look out for a new lobby agent. As to Ward—peace to his remaining years. He has fine brains; more's the pity that they should be so terribly mingled with brass. Bad as is the mixture, he leaves no lobbyist behind him worthy to untie his shoe latchet.

MISCELLANEOUS ITEMS.

—Weston has walked himself out.

—Robert Bonner is in Washington.

—John Minor Botts is visiting friends in Paterson, New Jersey.

—The Hon. Henry Stanbery has resumed the practice of law in Cincinnati.

—The shores of Lake Erie are strewn with the bodies of the Morning-Star disaster.

—It is rumored that Mrs. General Grant will soon take up her summer quarters at or near St. Albans.

—The Rev. Mr. Curtis, of Colchester, Conn., is going to Europe, and will sail with the Hartford party on Saturday next.

—Eminent Berlin physicians, it is said, concur in the opinion that both Bismark and King William will die very soon and very suddenly.

—A flag has just been manufactured in Boston by R. M. Yale, to the order of Hon. Anson Burlingame, for the use of the Chinese Embassy.

—Mrs. Johnson, Mrs. Stover, and Andrew Johnson, Jr., left Washington yesterday for Tennessee, where they will remain during the summer.

—Hon. Caleb Cushing "is now devoting his time and his great abilities to the interests of his clients." We wish as much could be said of other lawyers.

—John B. Gough will lecture before the Maplewood Institute, at Pittsfield, at the anniversary exercises at the close of the present term on Tuesday, July 14.

—H. Thane Miller, of Cincinnati, has been twice elected President of the National Convention of the Young Men's Christian Association. No former President was ever re-elected.

—Brick Pomeroy, editor of the notorious La Crosse *Democrat*, has taken an office in the *Sun* building, New York, having come on here to look after the interests of his Eastern circulation.

—Rev. Barnas Sears, D. D., agent for the Peabody Educational Fund, who has just made a tour through the South, says the papers down there which villify the North, do not represent the sentiment of the masses.

—Rev. George Beebe, the representative of Gosport, Isle of Shoals, N. H., in the Legislature, is the first selectman, minister, physician, justice of the peace, and schoolmaster of that little town. He graduated at the University of New York.

—Mr. M. S. Snow, formerly of Worcester, Mass., High School, and more recently Principal of the Nashville, Tenn., High School, has lately been appointed professor of classics in the University of Nashville and Principal of the Montgomery Bell Academy.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—Trains between WASHINGTON AND BALTIMORE and WASHINGTON AND THE WEST are now run as follows, viz:—

FOR BALTIMORE.

Leave daily, except Sunday, at 7:00, 7:45, and 12:00 P. M., and 2:00, and 4:30 and 8:45 P. M.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7:00 A. M., and 2:00 and 4:30 P. M.

FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6:15 and 7:00 A. M., and at 2:00 and 4:35 P. M.

FOR ANNAPOLIS.

Leave at 7:00 A. M. and 4:30 P. M. No trains to or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7:45 A. M., and 4:30 and 8:45 P. M.

FOR WAY STATIONS.

Leave at 7:45 A. M., and 4:30 and 8:45 P. M.

FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 7:45 A. M., 4:30 and 8:45 P. M.

On Saturday at 7:45 A. M. and 2:30 P. M.

On Sunday at 4:30 and 8:45 P. M. only, connecting at Relay Station with trains from Baltimore to Wheeling, Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office of the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

For New York, Philadelphia, and Boston, see advertisement of "Through Line."

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
GEORGE S. ROONTZ, Agent, Washington.

THROUGH LINE BETWEEN WASHINGTON AND PHILADELPHIA, AND NEW YORK.

Trains between Washington and New York are now run as follows, viz:—

FOR NEW YORK, without change of cars.

Leave daily (except Sunday) at 7:45 A. M., 12:00 and 7 P. M.

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7:45 and 12:15 P. M., and 4:30 and 7 P. M.

ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M. only.

SLEEPING CARS for New York on 7 P. M. train daily.

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
GEO. S. ROONTZ, Agent, Washington.

UNION PASTE AND SIZING COMPANY.—A Paste for Bookmakers, Bookbinders, Paperhangers, Shoemakers, Pocket-book Makers, Bill Posters etc. It will not sour. Is cheap and always ready for use. Refer to J. B. Lippincott & Co., Devar & Keller, William Mann, Philadelphia "Inquirer," Harper Bros., American Tract Society, and others. Sole agents,
L. L. CRAGIN & CO.,
No. 420 COMMERCE Street.

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 13, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted) as follows:—

At 6:45 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. Arrive at Mauch Chunk at 12:05 A. M.; at Wilkesbarre at 3 P. M.; Scranton at 3:05 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 9:45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro and Harisville, by this train take Stage at Old York Road.

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

At 1:45 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 Harisville 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 6:30 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 6:30 P. M.

From Lansdale at 7:40 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 Jones'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's, 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 (Sundays) 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; 9:45 A. M., Express; 2:25 P. M., Express; 4:30 P. M., Express; 8:35 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 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 1 H. F. 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 Express, due at 7:15 P. M.

RETURNING LEAVE CAPE ISLAND.

6:30 A. M., Morning Mail, due at 10:00 A. M.
5:40 P. M., Cape May Express, due at 8:22 P. M.

Sunday Mail and Passenger train leaves Philadelphia at 7:15 A. M. Returning leaves Cape Island at 5:00 P. M. Excursion Tickets to Cape May.

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 5:00 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 MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—

At 7:15 A. M. and 4:50 P. M., and leave Rising Sun at 6:15 A. M. and Oxford at 6 A. M., and leave Oxford at 2:25 P. M.

A Market Train, with Passenger Cars attached, will run on TUESDAYS and FRIDAYS, leaving the Rising Sun at 11:35 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 4:50 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,
General Superintendent.

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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	8:00 A. M.
" " leaves Williamsport	6:28 P. M.
" " arrives at Lock Haven	7:45 P. M.

EASTWARD.

Mail Train leaves Erie	11:00 A. M.
" " leaves Williamsport	10:15 P. M.
" " arrives at Philadelphia	7:40 A. M.
Erie Express leaves Erie	7:40 P. M.
" " leaves Williamsport	3:15 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,
General Superintendent.

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RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquenanna, 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 7:30 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 7:30 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 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 8:40 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:50 A. M. Returning leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 5:35 P. M.

READING ACCOMMODATION.—Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:10 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 train leaves Harrisburg at 7:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 5:30 P. M., arriving in Philadelphia at 9:10 P. M.

Market train with a 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 A. M., and Philadelphia at 3:15 P. M., leaving 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., 12:00 and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 6:30 A. M., 1:00, and 5:05 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Collegeville at 7:02 A. M. and 1:35 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., 8:00 and 9:00 P. M., passing Reading at 1:45 A. M., 1:30 and 10:10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 5 and 8:55 A. M., 9:35 P. M., passing Reading at 6:40 and 7:16 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 A. M. and 7:10 P. M., returning from Tamaqua at 7:35 A. M. and 1:00 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7:25 A. M. for Pinegrove and Harrisburg, and at 1:40 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3:05 P. M., and from Tremont at 7:40 A. M., and 3:35 P. M.

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

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for 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. Bradhurst, Agent, No. 527 Market street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

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

Mileage Tickets, good for 2,000 miles between all points, at $32 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 Saturday, Sunday, and Monday, at reduced rates, 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 5:30 A. M., 12:30 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 8 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 four minutes before its departure. The Chestnut 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 Chestnut 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 Chestnut 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	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail	11:15 P. M.
Philadelphia Express	11:45 P. M.
Accommodation	12:00 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	3:45 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	5:00 P. M.
Paoli Accommodation, Nos. 2 and 3	4:10 and 7:10 P. M.
Day Express	7:00 P. M.
Harrisburg Accommodation	9:50 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 owners, unless taken by special contract.

EDWARD H. WILLIAMS,
General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE.

Leave Philadelphia 6, 7, 8, 9¾, 10, 11, 12 A. M., 1, 2, 3¼, 4¼, 5, 6¼, 6¾, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8¾, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8¾ Down Train, and 3¼ and 6¼ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 8¼ A. M., 2, 7, 10¼ P. M.
Leave Germantown 9¼ 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 7½, 8, 9¾, and 11½ A. M., 1¾, 3¾, 5¾, 6¾, 8¾ and 10¾ P. M.

ON SUNDAYS.

Leave Philadelphia 8¼ A. M., 2 and 7 P. M.
Leave Chestnut Hill 7:00 A. M., 12:45, 3:40 and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1¼, 3, 4¼, 5¼, 6¾, 8:05 and 11½ P. M.

Leave Norristown 5:40, 7, 7:55, 9, and 11 A. M., 1¼, 3, 4¼, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2:30 and 7:15 P. M.
Leave Norristown 7 A. M., 3:30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4¼, 5¼, 6¼, 8:05, and 11½ P. M.

Leave Manayunk 6:10, 7½, 8:20, 9¾, and 11½ A. M., 2, 3¼, 5, 6¼, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 8 A. M., 2¼ and 7¼ P. M.
Leave Manayunk 7¾ A. M., 5 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,
1No. 725 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 Delaco.
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, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton and Palmyra. 7 P. M. for Riverton and 3:30 P. M. for Palmyra.
At 5:30 and 10 A. M., 1, 2, 4:30, 6, and 11:30 P. M. for Fish House.

The 1 and 11:30