JAPAN.

The Constitution of Japan—Mikado, Daimios, and Tycoon—The Civil War.

YOKOHAMA, June 2.—Your readers have all ere this been apprised of the fact that a civil war is now raging in this country. A knowledge of this fact will no doubt contribute to awaken a desire to know more of the Japanese people and Government, as also of the nature and causes of the pending conflict. In order to understand the case clearly it is necessary to conceive the governing powers as forming three classes, or existing in three rather distinct clusters. The first of these, which is also the most ancient and most honorable, consists of the Mikado and his relatives.

The Mikado is popularly regarded as a lineal descendant of the demigods who ruled in Japan during the unhistoric period which terminated about 2,700 years ago. At first he exercised all power, as well the power of declaring and waging war, as the power of governing the country during a time of peace. In process of time the Mikado and his relatives gave themselves up to literature and luxury, and lost the taste they once had for the stirring scenes of military life. This state of things gave rise to a second class of rulers called Daimios. At first when the Mikado and his relatives, who are called Kugeis, ceased to take personal oversight of the affairs of the nation, governors were located in the various provinces. These governors gradually became hereditary princes and lords of the region they ruled, and are now known in Japan under the name of Daimios. All the Daimio families are not equally ancient nor equally powerful. Some Daimios date from ancient times, and some are of modern origin; some are very powerful, and rule over an extensive territory; others are weak, and their domain confined to narrow boundaries. The number of these independent hereditary princes is, and for a long time has been very considerable. After this class was once fairly established, wars between the Daimios and Mikado, and also between rival Daimios, became a matter of frequent occurrence, and this led to the establishment of a third class, i. e., the Sho-Gun or Taikun, and those whom he has elevated to rank and power. The Sho-Gun at first was Commander in-Chief of the Japanese Army. He received his instructions from the Mikado. This office of Shogun and the military class was called into existence about eight hundred years ago, and for a while thereafter no evil results followed. At length, however, as the Sho-Gun gained power at the head of his army, he ceased to regard the defenseless Mikado and his connections, and did very much as he pleased. About 250 years ago a man known in Japanese history as Gon-gen-Sama, the founder of the late dynasty of Taikuns, arose. He succeeded in subduing the whole land. Mikado, Kugeis, Daimios, all submitted to his sway and to that of his successors for a long period, till quite recently. Gon-gen-Sama, the founder of the Taikunate, also founded various grades of nobility, and there are now not a few princes who owe their power entirely to him. Thus the Sho-Gun and those devoted to his cause form the third, and of late years by far the most powerful ruling class in Japan. This office of Shogun is now abolished, it is said, but we will have to wait and see the end of the present war before we pronounce positively on this subject. Since the office of Sho-Gun was established by Gon-gen-Sama every precaution has been used to secure the permanency of the Government. Foreigners were excluded strictly, and if a Japanese was shipwrecked or driven to a foreign shore, on his return to Japan he was imprisoned. If a fool, or approximating thereto, he was imprisoned only for a year or two, but if he happened to be a man of marked ability, he was imprisoned for life, and all to preclude the possibility of communications between foreign powers and Japan. Like strictness was exercised toward the vanquished Daimios. Instead of residing in their castles in their several countries, they were compelled to reside in Yedo, with their wives and children as hostages, under the eye of the Sho-Gun, or were perhaps allowed as a special favor to return to their own castles for a few months during the year. Thus the Japanese Government kept a firm hand on all who might be or might become enemies within her own borders, and also kept up a constant watch against all who might assail her from without. It often happened, before the advent of foreigners, that Daimios manifested hostility against the Government of the Sho-Gun. Those of the southwestern quarters have for a long time been waiting for a favorable opportunity to throw off the yoke of the oppressor. In former days, before foreigners came, and before foreign influence began to be felt, this was the prevailing spirit of the subjugated Daimios. One of the number who had been born and educated in his prison castle in Yeddo, after having been allowed to visit his own province, and after having seen his own castles and lands and retainers, would naturally rebel against being required to return to Yedo, and spend the greater part of his life under the eye of his jealous master. But return he must, the Sho-Gun was powerful and the Daimio comparatively weak. At last, the Port of Yokohama and other ports were opened, after a treaty had been made with the Sho-Gun. Foreigners came, and subsequently the long-imprisoned Daimios left Yeddo in a body and returned to their several provinces. Those who saw this exodus of these hereditary princes from their bondage of centuries, and who knew their feelings and the state of the country, could not fail to see that war was not far off. The Sho-Gun and his party reaped the benefits of foreign trade, and thus apparently was growing rich and powerful; and this quickened the jealousy and hatred of the Daimios who had forsaken Yeddo. The hostile Daimios, especially those of the southwest quarter of Japan, began to form alliances with the relatives of the Mikados, the Kugeis, and these together formed a strong party, at Misko and at the South, against the Sho-Gun at Yeddo. In the spring of the present year, when the foreign Ministers were at Osaca, on business relating to the opening of several new ports, this newly-formed confederacy attacked the Sho-Gun's party, and drove it from the South. The Sho-Gun and his defeated forces returned to Yeddo, and in the time were followed by the victors from Misako, who quietly took possession of the Emperor at Yeddo, and also of the Custom-House at Yokohama. The Sho-Gun could not be prevailed upon to take up arms against his enemies. He accepted the terms of his conquerors, and has retired into private life, retaining in his service some 6000 armed men. But the matter is not to end here. Several Daimios in the North, who owe their rank to the founder of the Sho-gun dynasty, Gor-gen-Sama, have had their territories invaded. These do not submit so readily as the Sho-Gun has done. They show a disposition to fight, and a few skirmishes have occurred during the last few days, between the troops of the Southwest and those of the North. The advantage thus far appears to be in favor of the North. The names of some of the most active Daimios of the South are Choshu, Satsuma, and Tosa. The most active of the Northern Daimios is Aizew. The disbanded soldiers of the late Sho-gun's army are joining Prince Aidzew, and thus he is becoming quite powerful, and ere long the leaders from the South may be driven from Yeddo, and the Sho-Gun set on his feet again. The adherents of the Sho-Gun and of the Northern party do not regard this movement against him as originating with the Mikado, who is yet a very young man. They regard the Mikado as a mere instrument in the hands of the Southern party—and hence they are preparing to resist. The matter now stands in even scale. We must await further developments before undertaking to determine what will be the result. One thing is certain, that there ought to be a central government in Japan, and that all the dependent Daimios ought to be brought into subordination to it; and until this is a fact accomplished it will be in vain to expect permanent peace.—*Correspondence N. Y. Tribune.*

—The recent excavations at the Emporium Forum on the banks of the Tiber brought to light a noble archæological and historical relic in the shape of an enormous block of Carrara marble, measuring 585 cubic metres, and bearing a long inscription. The block was uncovered in the presence of the Senator of Rome and a number of distinguished persons.

SPIRITUAL JUGGLERY.

Curious Case of Spiritual Deception in New Orleans.

From the New Orleans Republican, July 8.

The following singular statement was given as testimony in a civil court last winter, and as the case fell through there it was taken to the Fourth District Recorder's Court, where it is now pending. We are of the belief that the half has not yet been divulged, but this is sufficient for the present. When the reader has finished he will lament with us that the tool-killer either has not been this way for a long time or has lost much of his ancient acuteness:—

Frederika Kern, formerly Widow Rub, now wife of Charles Klar, residing on Fourth street, in the Fourth District, city of New Orleans, who, being duly sworn, deposed and said that one Frances Willis, alias ——, about the year 1862 obtained the confidence of deponent by her artfully representing herself as a pious woman, in direct converse with the Holy Ghost and as showing the path to eternal salvation and to heaven; that deponent some time after this, confiding in said Frances Willis, purchased in the Cemetery No. 1, on Washington street, and contracted at the same time with the then sexton, Simpson, to erect a family tomb thereon for deponent, whereon afterwards she caused to be deposited the remains of John Rub, her deceased husband; of Peter Rub, her son, and those of the deceased children of her daughter, wife of Dr. Kaulman; that in part payment deponent gave said sexton a vault which she owned in said cemetery, and whence she removed the remains of Rub to the new tomb; she further paid, after effecting the contract, to the sexton, Simpson, $300 in cash, with the bargain that at the completion of the tomb the balance of $260 should be paid. The price of the two lots (Nos. 267 and 268), with the tomb erected thereon amounted to $600, and the vault given in payment was valued at $40. That when said balance became due your petitioner was very sick, and fully reposing confidence in the integrity of the before mentioned Frances Willis and in Mrs. Leidinger, sister of deponent, now deceased, she entrusted to said parties the sum of $260 to be paid to Simpson, the sexton aforesaid, to extinguish the debt incurred by the purchase of the lots aforesaid and for the tomb thereon.

That shortly after the said Francis Willis, who at that time had full control over deponent's mind, seriously informed deponent that it was the will of the Divine Spirit that the remains of a deceased husband of said Willis should be deposited in the tomb aforesaid, and thus obtained deponent's consent thereto.

That at the death of Peter Rub, deponent's son, which occurred November 8, 1863, the said Frances Willis by her art persuaded deponent that the Divine Spirit commanded her to hand over to her a gold watch of the estate of said deceased, to be for a young son of said Willis, who she said is predestined to become a great prophet, and thus said Frances Willis obtained said watch.

That in July, 1866, Mrs. Leidinger, on her death bed, knowing that she was about to die, to atone for her sins, openly confessed that Frances Willis and herself had committed gross frauds on deponent in regard to some property whereon deponent resides, and about the lots and tomb aforesaid, and commanded and exhorted her descendants not to attempt to take any advantage of the fraud or to claim any ownership in the lots and tombs aforesaid, but to have the title corrected.

That in May, 1868, deponent, with her husband, examined the title book of Cemetery No. 1 of Washington street, and found that lots and tomb aforesaid, stand in the name of Frances Willis and Mrs. Leidinger, as owners, and that by the fraud of said Frances Willis and the penitent deceased Leidinger, and that said Frances Willis persists in her fraud to the prejudice of deponent, who therefore charged said Frances Willis, with embezzlement, and with obtaining property under false pretenses, and with being accessory to the embezzlement and fraud confessed by the penitent Mrs. Leidinger afore-aid.

It is ascertained that much other property, real estate, was obtained through the same spirit. Accused is a queer looking body, and if she cannot call spirits from the vasty deep can do some strange financiering.

GOVERNMENT SALES.

SALE OF CONDEMNED SUBSISTENCE STORES.

OFFICE CHIEF COMMISSARY OF SUBSISTENCE, DISTRICT INDIAN TERRITORY, FORT GIBSON, C. N., June 11, 1868.

At public auction, at Fort Gibson, Cherokee Nation, on the 15th day of July, 1868, at 8 o'clock, A. M., consisting of—

100 barrels of Flour.
500 pounds of Soda Crackers.
16 gallons Cucumber Pickles
470 gallons Cabbage and Onion Pickles.
160 gallons Mixed Pickles.
530 gallons Onions.
818 gallons Sauer Kraut.

The above stores to be sold without reserve, to the highest bidder.

Terms—Cash, in Government funds, on day of sale.

The successful bidders to remove stores within twenty-four hours.

By order of Major-General Sheridan.

A. F. ROCKWELL, Brevet Lieut.-Col. A. Q. M., U. S. A., Chief Q. M. and C. S. Dist. Ind Ter.

6 26 6t

SALE OF CONDEMNED QUARTERMASTER'S PROPERTY.

OFFICE CHIEF QUARTERMASTER, DISTRICT OF THE INDIAN TERRITORY, FORT GIBSON, C. N., June 11, 1868.

At Public Auction, at Fort Gibson, Cherokee Nation consisting of Hospital and other Tents, Clothing, Blankets, Harness, Army Wagons, Wagon Covers, Cooking Utensils, Flags and numerous other articles, all to be sold without reserve to the highest bidder.

Sale to take place at Fort Gibson, C. N., on the 15th day of July, 1868, at 8 o'clock A. M.

Terms—Cash, in Government funds, to be paid on day of sale.

Successful bidders to remove stores within twenty-four hours.

By order of Major-General Sheridan.

A. F. ROCKWELL, Brevet Lieutenant-Colonel, A. Q. M., U. S. A., Chief Q. M., District Indian Territory.

6 26 6t

GOVERNMENT PROPERTY AT PRIVATE SALE

PITKIN & CO.

2 TENTS SUITABLE FOR SPORTING PURPOSES, AND CHILDREN'S LAWN TENTS, AWNINGS, HARNESS, SADDLES, HORSE SHEETS, FLY NETS, ETC. PITKIN & CO.,

6 18 1mthsIum No 71 North SECOND Street

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 12:30 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 8:45 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.
2 25tf] GEORGE S. KOONTZ, Agent, Washington.

FREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Railroads, from Walnut street wharf.

INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon

For Trenton, Princeton, Kingston, Rocky Hill and all points on the New Jersey and Belvidere Railroads, forwarded at 2½ P. M.

For New York, at 12, 2½, and 5 P. M.

Freight received from 7 A. M. to 6 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods.

WALTER FREEMAN, Agent,
No. 228 S. Delaware Avenue,
2 7tf 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 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, Beaverville, Milton, and Williamsport. Arrive at Mauch Chunk at 12:05 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 Hartsville, by this train take Stage at Old York Road.

At 10:20 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 3:35 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 5:15 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 8:30 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, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 1:30 P. M. connect at Bethlehem at 6:05 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.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, Trains will leave as follows:—

Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7:15 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 7 P. M., 11 P. M.

Leave West Chester for Philadelphia from Depot on east Market street, at 6:15 A. M., 7:15 A. M., 7:30 A. M., 10:45 A. M., 1:35 P. M., 4:00 P. M., 6:35 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5:30 P. M.

Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:15 A. M., and going West will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and a Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia at 8:00 A. M. and 2:00 P. M.
Leave West Chester at 7:40 A. M. and 5:00 P. M.

Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Sup't.
Philadelphia, April 1st, 1868. 4 1tf

FOR CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper Ferry). Commencing TUESDAY, 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.

6:30 A. M., Morning Mail, due at 10:00 A. M.
5:00 P. M., Cape May Express, due at 8:25 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 $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 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 MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHESNUT streets, West Philadelphia, as follows:—

At 7:15 A. M. and 4:30 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 11:00 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,
4 10tf General Superintendent

THROUGH LINE BETWEEN WASHINGTON 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., 12:30 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.
2 25tf] GEO. S. KOONTZ, Agent, Washington.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD to Wilkesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches.

By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points.

Goods delivered at the Through Freight Depot, S. E. corner of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day. [7 2tf ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

JOHN BINGHAM, Superintendent.
2 27tf

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 7:30 A. M., for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6:20 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 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:05 A. M. Returning leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:35 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 2:05 P. M. and Pottsville at 2:40 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 6:20 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 8:00 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 6:50 A. M., 1:00, and 5:45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7:40 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., 5:00 and 8:00 P. M., passing Reading at 1 A. M., 1:50 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 3 and 5:25 A. M., 9:35 P. M. passing Reading at 4:49 and 7:06 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 7:15 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 7:55 A. M. for Pinegrove and Harrisburg, and at 12:45 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3:35 P. M., and from Tremont at 7:40 A. M., and 5:35 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. 237 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 certificates, 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 rate, 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., 12:45 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.—Dunlap'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 the City being specially ordered to wait five 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 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, 5:00 and 10:30 P. M.
Harrisburg Accommodation, ... 2:30 P. M.
Lancaster Accommodation, ... 4:00 P. M.
Parkesburg Train, ... 5:30 P. M.
Cincinnati Express, ... 8:00 P. M.
Erie Mail, ... 12:05 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, ... 12:00 P. M.
Erie Express, ... 5:00 P. M.
Paoli Accommodation, Nos. 2 and 5, 8:40 and 7:10 P. M.
Day Express, ... 5:00 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 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, 3½, 4½, 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, 6½, 7, 8, 9, 10, 11 P. M.

The 8:20 Down Train, and 3½ and 4½ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 8½ A. M., 2, 7, 10½ P. M.
Leave Germantown 8½ A. M., 1, 6, 9½ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 8, 8, 10, 12, A. M., 2, 3½, 5¾, 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 8½ A. M. 2 and 7 P. M.
Leave Chestnut Hill 7:50 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., 1½, 3, 4½, 5½, 6¾, 8:05, and 11½ P. M.

Leave Norristown 5:40, 7, 7 55, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2:30 and 7½ 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., 1¼, 3, 4½, 5½, 6¾, 8:05, and 11½ P. M.

Leave Manayunk 6:10, 7¾, 8:20, 9¾, and 11