THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, JULY 15. 1868.

FASHIONS FOR JULY.

From Le Follet.

The extreme heat and beauty of this summer weather renders the demand for light and thin materials very great, and never has there been a greater variety of elegant gauze-like dresses, White is extremely fashionable, whether in muslin, alpaca, foulard or sultane; white muslin over a colored silk petilcost being especially in favor, otten made with a flource, headel by a Chicoree ruche made of taffetas and musin, or by a bouillon of musin with the color under it, a sash of the same shade being tied at the back. Frequently with these white toilettes, as with record, lace fichus are worn. Nothing can be in re general than the crossed fichus; they are ost universal, and made in all kinds of material.

The most usual style is, perhaps, that crossed in the front; but some have the ends taken back under the arms, having somewhat the appeararce of small vests in the front, the ends being tied behind like a sash. Short costumes are ow worn even for visits and family dinners, the trained robe being reserved for full tollette and calls of ceremony; the half train and round robe is cut on the bias in the front, just touching To be to cut on the bias in the irent, just touching the ground, and trailing a very little behind. Among the fashions of the day we must not omit to mention the small aprons made of muslin or white gauze, with braces trimmed with ribbon. Several descriptions of short cos-tumes will be found in this month's list, to which we now proceed We now proceed.

Short costume-petticoat of plain porcelain blue cashmere, with a plaited founce. Upper dress of blue and white shot sultage, looped up at the sides and full at the back, trimmed with a flounce.

Costume of green and white striped jaconas, quite plain-upper dress, looped up and plaited at the back, made of green barege spotted with white, and trimmed with a flounce. A large bow or rosette of green taffetas loops the dress at the back, over which is a crossed pelerine with ends fastened by a bow, also of green taffeta-.

Short costume-petticoal of foulard, with emmed flounces reaching to the upper dress, which is of the same material, the back breadths being cut long and plaited to the front in three taits, fastened by large tailetas buttous. Dress looped up at the back by a large how of faile-tas. Black taffetas Marie Antoinnette fichu, trimned with frills.

Costume of pink and gray muslin-under-skirt with seven little founces; upper skirt also with flounces; ba-quine triamed to match, and under it a wide sash with a large bow of pink and

gray taffetas. Cestume-skirt of a fancy material, white ground with brown satinguripes, trimmed round the bottom with five narrow trimmings of brown satin. Blouse anglaise of the same material, looped up at the sides by bows bound with brown, and trimmed also with brown wide bow of the same material bound with brown. The body of the blouse is open in the front, with wide revers edged and trammed with brown satin, Costume of steel gray poplin, the first skirt

bordered with a bias of black taffetas, forming a frame to some crossing of black taffetas nped with white, which are placed at equal distances; upper skirt trimmed to match. Fete tellette: - Under-skirt of white taffetas.

with a flounce set on in very large hollow plaits; over this two skirts of white gauze, and camargo forming a third; all simply hemmed and trimmed with a parrow ruche. The chic of this costume is the manner in which these skirts are arranged. The camargo, fastened by a wide sash of black lace, is caught together by a bow of green taffetas.

Black and white muslin and silk are much used in the same tolette. An elegant dress in this style is made of white with stripes of black satin; over this a timic of white mustin, raised en papiers by a wreath of black satin bows, Fichu Marie Antoinette, trimmed with lace, surmounted by a chicoree of black sailn and white musim. Wi h this dress may be worn either a small black toque and white feather, or fanchon mantille, of black lace trimmed with white roses.

charming dress in blue and white,-Robe of white sultane with double skirt, the upper skirt raised by bows of blue ribbon. Mantetet Marie Antoinette of white sultane over a square body; the manule, as well as the edge of the body, trimmed with a fringe of small blue feathers. Shepherdess hat of very fine white straw, irimmed in front with a white algrette, making a centre to a rosette formed of blue tulle, which has scart ends carried to the back, where it falls in two very long ends, which are caught up and fastened in front by a bouquet of myosotis. Dinner dress of blue silk .- Lower skirt trimmed with a very wide and tull ruche of blue gauze edged with satin; over-skirt blue gauze de Chambery very boutfant at the sides, forming paniers, and edged with a ruche of gauze to match that on the silk skirt, only quite narrow. This skirt is drawn up on each side under satin bows, Low square body, with fichu of blue gauze fastened with bows of satin, The most important thing to remember in choosing a bound is that it must either match the dress with which it is to be worn in color, and sometimes even in style, or else be a simple fanchon and voile mantille of black lace, which goes well with any color, and almost any style of dress. The chapeau de ville, or morning bonnet is composed prinsipally of a very narrow front, trimmed with a wreath of flowers or Marie Antoinette pouffs. The strings continue to be tied under the chignon, and a scarf of tulle or lace fastened lightly over the chest by a bow or flower. Lately, haties have been seen with merely a wreath of flowers and brides of lace supplying the place of the bonnet. This is certailny very conomical, but will not become very universal, as ladies of good taste always avoid eccentricities of style: still, the bonnets are quite as small, if not smaller than ever, and do not seem likely to increase in size-at present, at least. One of the most fushionable bounct just now is made with a wreath of cornfield flowers, and a long scart of straw-colored tulle fastened by a bouquet of flowers. Hats are occupying much attention just now. Very fine black straw or crinoline seem much in favor. They are made exceedingly small, the rims turned up, and trimmed with a long and small wreaths or bouquets of flowers. The long veil, in black or colored tulle, is quite fashionably worn as it was last year. Black tulle bats are exceedingly becoming and very light; they are generally trimmed with black satin and field flowers. Hats of leghorn, rice, or fancy straw may be trimmed with feathers and velvet.

his energy and his means to the furtherance of the public movement he had inaugurated; he wrole innumerable letters in innumerable jour-nals-French, German, and Italian-on peace and kindred subjects, and altogether displayed an activity in the cause of opposition to war which may now fairly entitle him to be ranked among its victims. He died quite recently, in Berlin, at the age of thirty-nine. Looking at the Europe of to-day, it cannot be said that he has died in the hour of victory; but those who know something of the signs of the growth of great movements will confess that he has not labored in vain."

A French Soup-Kitchen-Feeding the Poor.

The Paris Moniteur gives some details about the charitable institution, the Prince Imperial's Soup-Kitchen. The principal idea the Emperor appears to have had in view in opening these kichens is that, except in cases of absolate need, assistance should not be gratuitous, so as not to destroy the stimutus to self-exertion and foresight. In times of scarcity the workmen ought to be provided with cheap food, and for ought to be provided with cheap food, and for this purpose an economical service on a large scale is organized, the general ex-penses of which are covered by the great number of customers that resort to it. The workman's dimer generally consists of half a pound of bread, half a litre of broth, two ounces and a third of boiled beef, and about a penny-worth of vegetables, the total cost being 75 cent. Now, at the Prince Imperial's soup slichen the above price is reduced to 274 cent., or little more than half. A workman's family, consisting of the father, mother, and three children, will consume 4 pounds of bread, three children, will consume 4 pounds of bread, 2 pounds of meat, a live and a half of dry pulse, a quarter of a pound of rice, and about 40 cent. of sali, butter, seasoning, and firing, the cooking being done at home-total cost, 3f. This sum is reduced to 27. 61c, at the soup

kitchen, being a saving of 11, 24c. At these low prices (says the correspondent of the London *Times*) the kitchen would just cover its expenses, but the Emperor's views go further, if being his wish to contribute some share to the workman's comfort out of the privy purse. To effect this each of the above kinds of tood is divided into portions of 5c. each, so that the single workman will not pay more than 25c. for the dinner above described, instead of 374c., and the difference, 124c., is covered by the Em-peror's subsidy. In the same way a whole ismily of five persons will only pay 17, 80c., instead of 2% 61c. which makes a saving of 26. 5c.

stead of 24. etc. which makes a saving of 21. Sc. compared with the ord nary price, his Majesty bearing a loss of Sic, for each family. "During the six winter months the kitchens are open, viz, from November to April inclu-sive, the daily average of portions served out was 2145; the lowest number, viz., 1576, occur-ring in April. During the whole of this period the portion of bread was sold of the kitchene et the portion of bread was sold at the kitchens at the rate of 20c, per pound. The total amount realized by the sale of portions was last winter 342,712f. 30c.; the outlay for the 20 soup kitch-ens amounted to 485,060f, 48c. The difference, 142,712, 20c 142.7126 30c., represents the Emperor's subsidy whose example has been followed in Paris by the Administration of Public Assistance; at Courbevole and other places round the local municipalities; at Lille and other important towns of the provinces by the authorities, in many instances aided by the Emperor.

EFFECT OF EXPOSURE ON COAL .-- Professor Rockwell has called attention to the deterioration which coal suffers from exposure to the weather, and to the importance of keeping it as dry as possible. Anthracite suffers the least, bituminous the most. According to the experiments of Grundmann, coal exposed to the weather in heaps lost during a period of nine months fifty per cent. of its value as fuel, and about as much as a gas-making material; it undergoes a process of slow combustion, taking up oxygen and giving off the volatile products of oxydation-air and moisture playing the principal part, and warmth promoting the valuable combustible ingredients are lost, and the injurious ones, as sulphur, oxygen, and ash, are relatively increased. Coke from weathered coal is of inferior quality, los-ing its coherence. These facts have been generally understood for a long while, but the practice in some railway yards gives no heed to the loss of heating values which coal undergoes from exposure to the weather. It is found with no covering to shield it from the rain, wind, and snow, and its exposure and loss thereby seems to attract no attention from the very "practical" men who have care of this department. Neither wood nor coal can bear long exposure to the elements without losing a large share of its real value as tuel .--American Railway Times. THE FRENCH ELECTIONS .- A Paris correspondent referring to the general impression which prevails concerning the decision of the Emperor to call upon the people of France to elect new Chambers soon after the close of the present session, supposes the Emperor looks forward to the result with considerable anxiety, as when some time since general elections were contemplated, it will be remembered that a pamphlet appeared from the cabinet of his Majesty's secretary, reminding the nation of the services Napoleon III had rendered society, and the prosperity which had characterized his reign. No doubt, says the correspondent, a change has taken place in the feelings of the people since they last sent deputies to Paris. Frenchmen have recovered from that alarm which the anarchy of the last revolution created. They do not any longer exclaim, "Let the emperor do what he pleases; he knows There is a desire to exercise more conbest 12 trol over the acts and policy of the sovereign. As far as observers can see, the next elections will show a very large dynastic majority, for universal suffrage as exercised in France under actual circumstances is a dynastic vote; it is a vote for sovereign, Constitution-in fact, Imperialism. The Roman Catholic priests will take a very active share in returning deputies to the Legislative body. They have received direct orders from Rome on the subject.

RAILROAD LINES,

NORTH PENNSYLVANIA RAILROAD.-THE MIDDLE ROUTE, Shortes and most direct line to Bethlehem, Easton, Alisantown, Mauco Chunk, Haaleton, White Haven, Wilcesbarre, Ma-hanoy Gity, Mouni Carmel, Pitston, Scranton, Carbon-dale, and all the points in the Lehigh and Wyoming coal Region. — Meneuger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets. — SUMMER A BRANGEMENT - ELEVIEN DAIL, Y TRAINE-On and after WEDNERDAY, May 12, 1885, Pamonger Trains leave the New Depot, c.rner of BERKS and AMERICAN streets, daily (Sundayn ex-cepted), as follows:-— At the AMERICAN streets, daily (Sundayn ex-cepted), as follows:-

cepted), as follows: At 6'ds A. M.-Accommodation for Fort Washington.
 At 7'ds A. M.-Morning Express for Beshlehem and Principal Stations on North Pennsy vanils realized, connecting at Bethlehem with Lehigh Valley and Lehigh and Saquehazana Baliroaus for Kaston, Allentown, Catasauqua, Slatington, Manch Chunk Weatherly, Jeaneeville, Hazieton, White Haven, Wilkesbarre, Kingston, Pitaton, Boranio, Carbou dale, and all points in Lehigh and Wyoming Valleys also in consult of the Haven, Wilkesbarre, Kingston, Pitaton, Boranio, Carbou dale, and all points in Lehigh and Wyoming Valleys also in consultation with Lehigh and Wyoming Valleys also in construction with Lehigh and Wyoming Valleys also in constrained the Haven, Wilkesbarre, Bastington, Wilkesbarre, Bastington, Wooming Valleys also in construction with Lehigh and Wyoming Valleys also in construction with Lehigh and Williamport. Arrive at Manch Chunk at 12'05 P. M., at Mahanov City at 2 P. M. Passongers by this train can take the Leeigh Valley Train, rassing Bethlehem at 11'55 A. M. for Easton, and points on New Jersey Central Ballroad to New York.
 At 8'45 A. M.-Accommodation for Doylestown, stophing at all intermediate Stations. Passengers for Willow Grove. Hattoro' and Harraville, by this train take Stage at Old York Road.
 At 10'20 A. M.-Accommodation for Port Washington. Notophing at all intermediate stations. Passengers for Wilkesbarre, Mahanoy City, Centralia, Shenaadoan, Mt. Carmet, Pitteton and Susquehauna all points in Mahanoy and Wyoming Coal Regions.
 At 3'16 P. M.-Accommodation for Doylestown, stopping at all thermediate stations. Passengers for State and thermediate stations. Passengers for Bethlehem, Alleystown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenaadoan, Mt. Carmet, Pitteton and Susquehauna Express for Bethlehem, Alleystown, Alleystown, Alleystown, Carmet, Pitteton and Susquehauna Accommodation for Doylestown, stopping at all thtermediate st

Wilkesource, and Scranton, Passengers for Green-ville take this train to Quakertown. At 445 P. M.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville take stage at Abington. At 540 P. M.-Through accommodation for Beinle-

At 500 F. 5...-Inrough accommodation for Bethle-bem and all stations on mean line of North Pennayl-vania Railroad, connecting at Bethlehem with Le-high Valley Evening Train for Easton, Allentown, Mauch Chuok. At 620 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations. At 11:30 P. M.-Accommodation for Fort Washing-ton.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at \$10 A. M., H So Noon, 200 and 20 P. M. 820 P. M. M. and 200 P. M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

City, and Hazleton. Passengers leaving Wilkesbarre at 1'30 P. M. con-nect at Bethlehem at 6'55 P. M., and arrive in Phila-delphia at 8'30 P. M. From Doylestown at 8'25 A. M., 5'00 and 7'00 P. M. From Lansdale at 7'80 A. M. From Fort Waanington at 9'30, 10'45 A. M. and 8'15 P. M. P. M.

P. M. ON SUNDAYS. Philadelphia for Bethiehem at 930 A. M. Philadelphia for Bethiehem at 930 A. M. Philadelphia for Doylestown at 2400 P. M. Doylestown for Philadelphia at 750 P. M. Bethiehem for Philadelphia at 450 P. M. Filth and Sixth Streets Passenger Cars convey pa screwers 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.

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 prin cipal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH street.

WEST CHESTER AND PHILADELPHIA VV RAILROAD.-SUMMAR ARRANGEMENT, On and after MONDAY, April 18, 1868, Trains will -On and siter MONDAY, April 18, 1685, Trains will leave as follows: Leave as follows: Leave Phinadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7'15 A M, 11 Å.
 M., 230 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., 7'80 A. M., 10'45 A. M., 7'55 P. M., 4'50 P. M., 6'35 P. M.
 On and after Monday, June 15, au additional Train will leave Philadelphia for Media and Intermediate Points at 5'39' P. M.
 Trains leaving West Chester at 7'30 A. M., and feaving Philadelphia at 4'60 P. M., will stop at B. C.
 Junction and Media only. Passengers to or from station between West Chester and B C. Junction, going Enst, will take train leaving West Chester at 7'15 A M., and going West will take train leaving Philadelphia at 4'60 P. M., and transfer at E. C. Junc-tion.

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

cars of both lines connect with cash train drive its arrival. ON SUNDAYS, Leave Philadelphia at 8:00 A. M. and 2:00 P. M. Leave West Chester at 7:4: A. M. and 3:00 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 4:00 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R. for Oxford and Intermediate points. Presengers are allowed to take Wearing Apparet only as Baggage, and the Company will not in say 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. 4102

READING BAIL BOAD, -GBEAT TRUNK LINE from Phils, deublia to the interior of Pennsylvania, the Schuyla'll, Susquehanna, Com-berlaud, and Wyoming Val. 738, the North, North-vest, and the Canadas, Somo, or Arrangement of Passenger Trains, Monday, May 1, 1885, leaving the company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours-MORKING ACCOMMODATIONS. At 730 A.M., for Reading and all intermediate stations, and Allen-town.

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 MORNING ACCOMMODATIONS. At 730 A. M., for Reading and all Intermediate stations, and Allen-town.
 Returning, leaves Reading at 630 P. M., arriving in + hiladeiphia at 910 P. M.
 MORNING EX PERSS. At 818 A. M. for Reading Lebanon. Harrisburg, Pottaville, Pine Grove, Fama-qua, Subbury. Wilkamsport, Elmira. Rochester, Nagara Falla, Buffalo, Wilkesbarre. Pittston, York, Carlisle, Chain bersburg, Hagerstown, etc.
 The 730 train connects at Reading with the East Persylvania Railroad trains for Albentown, etc., and the 316 A. M. connects with the Lebanon Valley irain for Harrisburg, etc.; M. Port Clinton with Cata-wissa Railroad trains for Williamsport, Lock Haven, Cumber and Valley, and Scharjikill and susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
 AFTERNOON KXPRESS. - Leaves Philadelphia at 830 F. M. for Reading, Pottaville Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.
 POTTETOWN ACCOMMODATION, -Leaves Potta-town at 646 A. M., stopping at intermediate stations arrives in Philadelphia 1900 A. M. Beturning leaves At 5 30 P. M., via Camden and Jerney City Ex-press. 300 P. M., for Amboy and Intermediate stations, At 5 30 and 8 A. M., 2 and 3 50 P. M., for Freehold. At 5 30 and 8 A. M., 2 and 3 50 P. M., for Trenchol. At 5 36, S. and 10 A. M., 1, 2, 3 3'30, 4'30, 6, and 11 30 P. M. for Bordentown, Burlington, Beverly, and Delanco, 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 Florence. At 5 30 and '90 A. M., 1, 3, 4'30, 6, and 11'30 P. M., for Riverton and 3'30 P. M. for Palmyra. At 5 30 and 10 A. M., 1, 5, 4'30, 6, and 11'30 P. M. for Edgewater, Flyerside, Elverton, and Palmyra. 2 P.M., for Riverton and 3'30 P. M. for Palmyra.

At 6'20 and 10 A. M., 1, e. 1 or 1 of the second market Fish House. The 1 and 11:00 P. M. Lines leave from Market The 1 and 1120 P. M. Links leave from Links of Street Ferry (upper side). FROM & ENSINGTON DEPOT. At 11 A. M., via Kersington and Jersey City, New York Express Line Fare 53. At 7 and 11 A. M., 220, 320, and 5 P. M. for Trenton and Bristol. And at 1025 A. M. for Bristol. At 7 and 11 A. M., 220, and 5 P. M. for Morrisville and Tullytown.

town at 645 A. M., stopping at intermediate stations arrives in Philadelphia at 905 A. M. Returning leave Philadelphia at 430 P. M.; arrives in Pottatown at 630

and Tullytown. At 7 and 1015 A. M., 230, and 5 P. M. for Schencks and Eddington

At 7 and 1016 A. M., 230, and 5 P. M. for Schencks and Eddington At 7 and 1015 A. M., 230, 4, 5, and 6 P. M. for Corn-wells, Torrisdale, Holmesburg, Tacony, Wissino-ming Bridesburg and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations, YBOM WEST FRILADECPHIA DEFOT, Via Connecting Railway, At 930 A. M., 180, 630, and 12 P. M. New York Ex-press Libers, Vin Jerney City, Fare \$325, At 1 A. M., Emigrant Libe, Fare, \$2 The 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 930 A. M., 130, 630, and 12 P. M. for Trenton, At 920 A. M., 130, 630, and 12 P. M. for Trenton, At 920 A. M., 130, 630, and 12 P. M. for Trenton, At 920 A. M., 130, 630, and 12 P. M. for Trenton, At 920 A. M., 130, 630, and 12 P. M. for Trenton, At 920 A. M., 130, 630, and 12 P. M. for Trentsol, At 12 P. M. (Night), for Morrisville, Tullytown, Schenger's, Eddington, Cornweits, Torrisdale, Holmes burg, Tacony, Wissinoming, Eridesburg, and Frank-ford,

Philadelphia at 450 P. M.; arrives in Pottstowp at 635 P. M. RFADING ACCOMMODATION-Leaves Reading at 750 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 Å. M. Reduring, leaves Philadelphia at 515 P. M.; arrives in Keading at 500 P. M. Trains for Philadelphia leave Harrishurg at 510 A. M., and Pottaville at 545 A. M., arriving in Philadel-phia at 1 P. M. Alternoon trains leave Harrishurg at 205 P. M. and Pottaville at 245 P. M.; arriving at Philadelphia at 645 P. M. Harrisburg accommodation leaves Reading at 7.15 A. M., and Harrisburg at 410 P. M. Connecting at Reading with Alternoon Accommodation south at 650 P. M., arriving in Philadelphia at 910 P. M. Market train, with a Passenger car attached, leaves Philadelphia at 12 45 coon for Pottaville and al Way Stations; leaves Potaville at 7 A. M. for Philadelphia and all other Way Stations All the above trains non daily, Sundays excepted. Suboay trains leave Potaville at 830 A. M., and Philadelphia at 515 P. M. teave Philadelphia for Reading at 560 A. M.; returning from Reading at 425 P. M. CHPSTER VALLEY RAILBOAD.-Passengers

on Thirds reaving Achieved in the neutriced, so minutes before denarture. The cars on Market street Railway run direct to West Philadelph a Depot Chesaut and Walnut within one square. On Sundays the Market atreet cars will run to connect with the 930 A. M. and 6 so P. M. lines,

Philadelphia at 3 15 P. M.; leave Philadelphia for Reading at 8 50 A. M.; returning from Reading at 4 25 P. M. (HESTER VALLEY RAILBOAD, -Passengers for Downingtown and intermediate points take the 750 A. M., 1245 and 420 P. M. trains from Philadel-phils, returning from Downingtown at 6 50 A. M., 1000, and 545 P. M.
*ERKIOMEN RAILROAD, -Passengers for Col-legeville take 7 50 A. M. and 420 P. M. trains from Philadelphia, returning from Collegeville at 701 A. M., and 138 P. M. Stage lines for various points in Fer-kiomen Valloy connect with trains at Collegeville. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.-Leaves New York at 9 A. M., 5 00 and Northern Central Rairboard Express Trains for Pitts-burg, chicage, William port, Elimira, Baitmore, etc. Returning, Express Train leaves Harrisburg at 49 and 706 A. M., 935 P. M. passing Reading at 449 and 706 A. M., and 146 P. M. passing Reading at 449 and 706 A. M., and 146 P. M. passing Reading at 449 and 706 A. M., and 1146 P. M. passing Reading at 449 and 706 A. M., and 1160 P. M. passing Reading at 449 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1170 P. M. passing Reading at 849 and 706 A. M., and 1160 P. M. passing Reading at 849 and 706 A. M., and 1170 P. M. re-turning from Tamaqua at 735 A. M. and 1160 and 435 P. M.
SCHUYLKILL AND SUSQUEHANNA RAIL-BOAD - Trains hor pays Advisor at 735 A. M. and 146 and 435 P. M. BELVIDERE DELAWARE RAILROAD LINES. From Kensington Depot.
 At700 A. M. for Nisgara Falls, Buffalo, Dunkirk, Eimira, librea, Oweso, Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain etc.
 At700 A. M and F20 P. M. for Scranton, Strouds-turg, Water Gap, Beividere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
 At 7.0, M. for Lambertville and intermediate Sta-tions. CA MDEN AND BUBLINGTON CO., AND PEM-BERTON AND HIGHTSTOWN RAILROADS, From Market St. Ferry (upper side.) At 8 A. M., I, 4, and 615 P. M., for Merchantsville, Moorestown Hartford, Massooville, Hainscort, Mount Holy, Smithville, Ewansville, Vincentown, Bir-mirgham, and Pemberton. At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Iminystown, Sharon, and Hightstown.

P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.-Trains leave Auburn at 755 A. M. for Pine-grove and Harrisburg, and at 1245 P. M. for Pine-grove and Tremont; returning from Harrisburg at 355 P. M., and from Tremont at 740 A. M., and 535 P. M.

 Constitution, New Page print Print Based and Constitution of the passenger, Passengers are prohibited from taking anything as bagging ere only are allowed each passenger. Passengers are prohibited from taking anything as bagging ere there are prohibited for extra. The Company limit their responsibility for bagging to any anount beyond \$100, except by special contract. The Company in the their responsibility for bagging to any anount beyond \$100, except by special contract. The cost of the section of \$100, except by special contract. The section \$100, except by special contract, \$100, except by special contract. The section \$100, except by special contract, \$100, except by special contract. The section \$100, except by special contract, \$100, except by spe P. M., and Brough first-class tickets and emi-trickETS.—Through first-class tickets and emi-grant tickets to all the principal points in the North and West and Caondas. Excursion Tickets from Philadelphis to Reading and intermediate stations, good for day only, are sold by Morsing Accommodation, Market Train, Reading and Pottetown Accommodation Trains, at reduced wates.

rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Reading and Poitstown Accommodation Trains at reduced states.

by Reading and Pottstown Accommediation Trains at reduced rates. The following tickets are obtainable only at the Office of S. Brachord, Treasurer, No. 237 S. Fourth street, Philadephia, or G. A. Nicholls, General Super-intendent, Reading. Commutation Ticket at 25 per cent. discount, be-tween any points desired, for families and firms. Mileage Tickets, good for 2000 miles, octween al points, at 55250 each, for families and firms. Season Tickets, for three, siz, nine, or twelve months, for holders only, to all points at reduced rates.

Trilladelphia. From Pier No. 1 North Biver at 5'30 A. M. Accoom-modation, and 2 P. M. Express, via Amboy and Canden, WILLIAM H. GATZMER, 6 15§ Agont.

months, for holders only, to all points at reduced rates. Clergymen residing on the line of the road will be furnamed with cards, entiting themselves and wives to the test at half fare. Excursion Tickets from Philadelphia to principal stations, good for satu day, Sunday, and Monday, at reduced are, 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 Trans leave Philadelphia darly at 530 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harnsburg, Pottsville, Port Clinton, and all points beyond.

PHILADELPHIA, WILMINGTON AND BAL TIMORE RAILEOAD. TIMORE RAILEOAD. TIME TABLE, commencing MONDAY, April 18, 1868, Trains will lesve Depot corner of BROAD Street and WASH-INCTON Avenue as follows:-Way Mall Train at 830 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, con-necting with Delsware Rairoad at Wilmington for Cristeld and Intermediate Stations. Express Train at 12 & M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havrede Graze. Connects at Wil-mington with train for New Castle. Express Train an 230 P. M. (Sundays excepted) for Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Castle.
 Express Train at 3'30 P. M. (Sundays excepted) for faitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilnington, Newport, Stanton, Newark. Elkton, Northeast. Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chasle's and Stemmer's Run. Night Express at 11'00 P. M. (Daily) for Battmore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilnington (Saturdays ex-cepted) with Delaware Hairoad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Scaford, Balmoury, Princess Anne, and connecting at Crisfield with Boat for Fortress Mon-roe, Norfolk, Portsmonth, and the South. Passengers for Fourses Monroe and Norfolk via Baltimore will take the 2.60 M. Train. Via Crisfield will take the 11:00 P. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Law Philadelphia at 11:00 A. M., 230, 500, 700.

LINES FROM NEW YORK FOR PHILADELPHIA.

Whill leave from foot of Courtiand street at 7 A. M., I and 4 P. M., and 12 night via Jer ey City and Cam-den; at 650 P. M. via Jerrey City and Kensington: at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Filladelphia.

AUCTION SALES.

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RAILROAD LINES.

1868.-FOR NEW YORK.-THE CAMDEN AND TRENTON RAILBOAD COMPANY LINES. FROM PHILADELPHIA TO NEW YORK. AND WAY PLACES. FROM WALNUT STREET WHARF. ALD 30 A. M., via Camden and Amboy Accommo-

For lines leaving Kensington Depot take the cars

M. THOMAS & SONS, NOS. 139 AND 141

I. S. FOURTH Street.
 HANDSOME FURNITURE, 2 PIANO-FORTES. FILENCH AND PLATE MIRRORS, HANDSOME BRUSSLIS AND OTHER CARPERS, ETC. On Thursday Morning.
 July 16, at 9 o'clock, at the suction rooms, by cara-logue, a large assortiment of superior Homscholf Fur-niture, comirising handsome wainut parlor and chamber furniture, T mabogany plano-fortes, made by Schomacker & Co., and Loud; French plate mir-nore, sideboardas, book cases, extension tables, Chum and glassware, beds, and bedding, fine hair mat-treases, large bars and counters, large platform schies, weigh 200 ponors: refigeration, superior firebroof sales, superior Schmels, and other car-pets, etc.

ELEGANT OILED WALNUT PARLOR AND LL-BRARY, DINING-ROOM AND COTFAGE UAAMBER FURNITURE FIANO, PRER MIR-ROES, ELEGANT AX MINSTER, VELVET AND OTHER CARPETS; HANDSOMEORNAMENTS,

etc., etc. On Friday Morning, July 17th, at 10 o'clock, at 1922 epring Sharden street, by catalogue, the elegant died wainut parlor, library dining-room and cottage chamber furniture, fine toned seven oc ave reserved plano-forte, by Geo, M Gulla, & Co. Beston; eval pler mirrors, elegant Axminister velvet, Brunsels and other carpets; Baudsome bronze aud china ornaments, fine hair mattrenses, bedding, China and glassware, kitchen furniture, etc. 3t

C. D. MCCLEES & CO. (SUCCESSORS TO McClelland & Co.), Auctioneers, No. 506 MAR-RET Street.

SALE OF 1600 CASEB BOOTS, 'RHOES, BRO-GANS, BALMORALS, ETC. On Thursday morning, July 16, at 10 o'clock, we will sell by Catalogue, for cash, 1600 cases Men's, Boys', and Youth's Boots, Bloos, Brogans, Balmorals, etc. Also, a superior assortiment of Women's, Misses', and Children's wear. [7 11 44

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 110 CHESNUT Street; rear entrance No. 1107 Sansom 84.

Sale at No. 119 Chessnut street. HANDSOME FURNITURE, 4 ROSEWOOD PIANO-FORTES, LARGE REFRIGERATOR, MANTEL AND PIER GLASSES BRUSSELS AND IN-GRAIN CARPENS, HINA, ETU. On Friday Morning. July 17, at 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold, a laige assortment of Su-perfor New and Second-hand Household Furniture, comprising Parior Suits in striped and plain reps and hair cloth: Library Suits in striped and plain reps and hair cloth: Library Suits in striped and plain reps. Cham-ber Suits finished in oil, with wardrobes etc., to match: Dining-room furniture in onk and wainut, etc. Also, book-cases, office-tables, Brussels and in-grain carpets, etc.

etc. Also, book-cases, ollice-taolos, brusses and grain carpets, etc. Also, 4 resewood plano-fortes, Also, large meat closet and ice-chest, and fixtures suitable for a provision store, nearly new. 7 15 22

LIPPINCOTT, SON & CO., AUCTIONEERS. Ashurst Ballding, No. 240 MARKET Street

BUNTING, DURBOROW & CO., AUCTION EERS, Nos. 232 and 234 MARKET Street, cor ner of Bank street. Successors to John B. Myere & Col

MARTIN BROTHERS, AUCTIONEERS,-M. (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT SL, rear entrance from Minor.

AMUSEMENTS.

CONCERT AT GERMANTOWN. ALFREDO BARILI. THE YOUTHFUL PIANIST,

THE YOUTHFOR FLANDS, Begs to announce that, On next THURSDAY EVENING. July 16, he will give a Vocal and Instrumental Concert at the TOWN HALL GERMANTOWN, Assisted by ETTORE BARILI, his father and teacher. Miss NATALE, of New York, teacher. Miss NATALE, of New York. Several amateurs and some pupils of his uncle, ANTONIO BARILL, who will preside at the Plano.

Admission, \$1. Tickets for sale at the usual places. 7 15 24*

HOOLEY'S OPERA HOUSE, SEVENTH

H OULETS OF BRA HOUSE, SEVENTH Street, below Arch. LAST WEEK OF THE SUMMER SEASON. THE BEST BULL EVER OFFERED, P. M. Carroll in his Great Specialities. Great Hit of the Lugard Burlesone. WEDNESDAY, JULY 16, NENEFT OF ARCHY HUGHES. The FALL and WINTER SEASON will commence Monday, September 7, with Hooley's Minstrels.7 1565

HOX'S AMERICAN VARIETY THEATRE,-EVERY EVENING AND SATURDAY AFTERNOON, GREAT COMBINATION TROUPE, In Grand Balleta, Ethiopian Buriesques, Songs, Dances, Pantomimes, Gymnast Acta, etc.

CARRIAGES.

GARDNER & FLEMING

CARRIAGE BUILDERS.

No. 214 SOUTH FIFTH STREET.

BELOW WALNUT.

An assortment of NEW AND SECOND-HAND

CARRIAGES always on hand at REASONABLE

DYEING, SCOURING, ETC.

FRENCH STEAM

SCOURING.

ALBEDYLL, MARX & CO.1

NO. 132 SOUTH ELEVENTH STREET

AND

INSTRUCTION.

STEVENSDALE INSTITUTE.

BOARDING SCHOOL FOR YOUNG LADIES.

Terms-Board, Tultion, etc.-per scholastic year, \$500

NO EXTRAS,

Circulars al Mesars. Fairbanks & Ewing's, No. 718

CHESNUT Street; also at Measrs. T. B. Peterson &

10 8 thm# South Amboy, N. J.

"SEELEY'S HARD RUBBER TRUSS," No. 1847 Ch ESNUT Street. This Truss cor-rectly spplied will oure and retain with ease the most difficult rupture, always clean, light, easy, safe, and comfortable, used to bathing, fitted to form, never rusts, breaks, solis, becomes limber, or moves from place. No strapping, Hard Rubber Abdominal Sup-porter, by which the hothers, Corputent, and Ladies suffering with Female weakiness, will find relief and perfect support: very light, neat, and effectual. Pile Instruments Shoulder Braces, Elastic Stockings for weak limbs, Suspensions, etc. Also, large stock best Leating Trusses, half usual price. Lady in sitend-ance.

GAS FIXTURES.

G A.S. F.I.X.T.U.R.E.S.-MISKEY, MERRILL & THACKARA, No. 716 CHESNUT Street, manufacturers of Gas Fixtures, Lamps, etc., etc., would call the attention of the public to their large and elegant assortment of Gas Chandellers. Pendants, brackets, etc. They also introduce gas pipes intro-dwellings and public buildings, and attend to extend a ung, altering and repairing gas pipes. All work warranted. 11.4

WILLIAM S. GRANT, COMMISSION MEROPANT, Ne. S.S. DELAWARE Avenue, Philadelpp.ia,

Ne. 55, DELLA WARE Avents, Philadelpf, ia, Aussi Fon Dupont's Gunpowder, Beined Nitre, Charo sal, Etc. W. Baker & Co.'s Chocolate Occos, and Broms, Cricker, Bros, i& Co.'s Yellow Metal Fonesthing, Bolts and Nally.

UNITED STATES REVENUE STAMPS.-Principal Depot. No. 304 CHESNY T Street. Central Depot. No. 103 S FIVTH Street. ons door below Chesnut. Established V.stz.

Revenue Stamps of every description constantly on

Revenue Stamps of study down into the constraint of and in any amount. Oriers by Mail or Express of our stir altended to. United States Notes Draits or, Philadelphis or Net York or current funds received, in payment. Particular attention paid to small orders. The decisions of the Corp mission can be consulted and any information regarding the law checkruit when any information regarding the law checkruit attended to the corp mission can be consulted and any information regarding the law checkruit attended to the corp mission can be consulted and any information regarding the law checkruit

TRUSSES.

N FOSTER BROWNE, Principal,

Brothers', No. 308 CHESNUT Street.

Address, personally or by note,

NO. 510 BACE STREET. [810 mw

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PRICES.

Death of a Peace Advocate.

The London Star says :- "Edmand Potonie is dead, To the majority of readers of English new-papers we are all well aware this announcement will seem to have but little significance; but to no incousiderable minority the importance of the event will be known to warrant it being publicly recorded. Potonie labored in the cause of peace with a devotion to which his untimely death may be in part ascribed. He was one of those men who bring unyielding energy to the initiatory work of great movements, and who, from the very intensity of their appli-cation, are seldom heard of outside the circle in which they are emoloyed-men who dare to hold the doctrines which are destimed to influence the policy of nations when the faith on which they are founded is only recognized as the whim of individuals, and its professors have to endure the keen torture of public contempt. The task Potonie had set himself was no casy one; he preached economy himself was no easy one; he preached couldry to the Imperial Government, and peace to the France of to-day. The idea of a league of na-tions formed on the only solid basis of industry and peace was one that had early taken possession of his mind.

"A Parisian by birth, his alm was to become a "A Parisian by birth, his alm was to become a citizen of the world. He was born in 1829, and before he was of age he had travelled in Ger-many, Denmark, Poland, Hungary, and our own conntry, where he made the acquaintance of Cobden, and had studied the working popuations of nearly every State in Europe from the life. He saw the evil of the Continental military systems, took 'War to war' for his motto, and founded at Berlin to 1860 the first Ligue Public, on which was afterwards prafted the League of Peace, Renounchave secured by embarking in his father's career as a merchant, he devoted all

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.-Trains between WASHINGTON AND BALTI. MORE, and WASHINGTON AND THE WEST are now run as follows, viz :-FOR BALTIMORE.

FOR RALTIMORE. Leave daily, except Sunday, at 700, 745, and 1230 P. M., and 230, and 430 and 845 P. M. FOR ALL WAY STATIONS. Leave daily, except Sunday, at 750 A. M., and 230 and 835 P. M., Except Sunday, at 750 A. M., and 230 FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION. Leave at 615 and 700 A. M., azd at 250 and 435 P. M.

Leave at 615 and 700 A. M., azd at 200 and 435 P, M. FOR ANNAPOLJS. Leave at 700 A. M. and 420 P. M. No trains to or from Annapolis on Studday. ON SUNDAY. FOR BALTIMORE. Leave at 745 A. M. and 420 and 845 P. M. FOR WAY STATIONS Leave at 745 A. M. and 420 and 845 P. M. FOR WAY STATIONS Leave at 745 A. M. and 420 and 845 P. M. FOR ALL PARTS OF THE WEST. Leave daily except Saturday and Sunday, at 745 A. M. 420 and 836 P. M. On Saturday at 745 A. M. and 2730 P. M. On Saturday at 745 A. M. and 2730 P. M. On Saturday at 745 A. M. and 2730 P. M. On Saturday at 745 A. M. and 2730 P. M. On Saturday at 745 A. M. and 2730 P. M. On Saturday at 745 A. M. and 2730 P. M. On Saturday at 745 A. M. and 2730 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. and 2750 P. M. On Saturday at 745 A. M. M. AND A. M. AND A. AN

HERIGHT LINES FOR NEW YORK AND

 FREIGHT LINES FOR NEW YORK AND Stations on Camden and Amboy and Connacting Eatloads. from: Wainut street what. INCEKASED DESPATCH.

 Freight for all way polate on the Camden and Amboy. Freehold and Jamesburg, and Eurillagion County Rairoada, forwarded at 12 0 clock Noon.

 Outstands, forwarded at 12 0 clock Noon.

 Terenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Beividsze Rath-tor New York, at 12, 2%, and 5 P. M.

 Terekts received from T.A. M. to 6 F. M.

 Anther measure at 2% F. M.

 Anther measure at 2% F. M.

 Management at 10 measurements, and the work have been with each load or assurements.

 Management at 10 measurements.

 Management at 10 measurements

4 102 Philadelphis, April 1st, 1868.

HOR CAPE MAY VIA WEST JERSEY RAIL.

FOR CAPE MAY VIA WEST JERSEY RAIL-KOAD.-From toot of MARKET Street (Upper Ferry). Commencing THURSDAY, July 2, 1565, Trains leave as follows for Cape May: 900 A. M., Cape May Express. due at 12:25 (roon), 215 P. M., Cape May Pass-nger, due at 7:16 P. M. RETURNING LEAVE OAPE ISLAND. 6:30 A. M., Morning Mail, due at 10:06 A. M. 5:00 P. M., Cape May Express. due at 8:22 P. M. Sonday Mail and Passenger train leaves Philadel-bits at 5:15 A. M. Returbing leaves Cape Island at 5:00 P. M., Cape Island Taits leaves Camden daily at 9:20 A. M., and Cape Island at 6:35 A. M. Commutation Tickets Stress. Commutation Tickets between Philadelphia and Cape May fickets can be procared at No. 828 Chesnut street (under the Continential Hotel), where orders can also be left for Baggage, which with be orders can also be left for Baggage, which will be called for and checked at restaunces by the Union

WEST JERSEY RAILROAD LINES. WEST JERSEY RAILROAD LINKS, For Bridgeton, salem, Milivilie, Vineusad, and in-strmed a.e stations, st8300 A. M. and 3300 P. M. For Cape May, 900 A. M. and 315 P. M. Woodbury Accommodation train at 600 P. M. Bridgeton and Salem Freight Train leaves Camden

daily, at 12 (neon) Commutation Checks between Philadelphia and all stations at reduced rates. WILLIAM J. SEWELL, Superintendent.

July 2, 1865.

DHILADELPHIA AND BALTIMORE CEN THAL RAILFUR AND BALTIMORE CEN THAL RAILROAD - SUMMER ARRANGE MENT.-On and atter MONDAY, April 18, 1898, trainn will leave the Depot, THIRTY-FIRST and CHES-N UT Streets, West Philadelphia, as follows:-At 7'15 A. M. and 150 P. M., and leave Rising Sun at 5'15 A. M. and Oxford at 6 A. M., and leave Oxford at 8'25 P. M.

5.16 A. M. and Oxford at 6 A. M., and leave Oxford at 3.25 P. M.
A. Market Train, with Passenger Cars attached, will rungen TUENDAYS and FEIDAYS, leaving the Rising San at 1100 A. M.: Oxford, H'46 A. M.; and Kennett, I P. M.; connecting at West Chester June-tion with a train for Philadelphia.
On WEDNESDAYS and SATURDAYS Train issees Philadelphia at 250 P. M.; runs through to Oxford.
The train leaving Philadelphia at 7.15 A. M. con-nects at Oxford with daily line of stages for Peach Bottom, in Lancester county. Returning leaves Peach Bottom to connect at Oxford with Afternoot Train or Philadelphia.
The strain leaving Philadelphia at 450 P. M. runs to Hising Sun, Maryland.
Passengers are allowed to take wearing apparent

The strain leaving Prinkerphis at the rate apparent Rising Sun, Maryland. Passengers are allowed to take wearing apparent havengers are allowed to take wearing apparent by as baggage, and the Company will obtin any is be resconsible for an amount exceeding one ndred dollarm, unlease a special contract be made thereare. same. General Superintendent.

THROUGH LINE BETWEEN WASHINGTON J PHILADELPHIA, AND NEW YORK. Trains between Washington and New York are now run as follows, viz.-FOIS NEW YORK, without change of cars. Leave daily (except Sunday) at 745 A. d., 1250 and 7 P. M

7 P. M FOR PHILADELPHIA. Leave daily (except Sandar) at 745 and 1245 P. M., and 426 and 7 P. M. ON SUNDAY. Leave for New York and Philadelphia at 7 P. M.

DLEEPING CARS for New Yors on 7 P. M. train

"LLEPING CARS for New York on 7 P. M. train daily.
 T'rough Tickets to Philadelphia, New York, or Hoston, can be had at the Station' Office at all hours in the day, as well as at the new offics in the Eankers' and Brokers' Telegraph Line, No. 348 Pennaylvania syence, between Sixth and Seventh stream.
 See Baltin ore and Ohio Rairoad advertisement and schedule between Washington, Baltimore, An-napolis, and the West.
 J. L. Wilson, Master of Transportation.
 L. M. COLE, General Ticket Agent.
 2254] GEO S. & GONTZ Areat, Washington.

WAST FREIGHT LINE, VIA NORTH PENNEYLVANIA RallROAD to Wilk barre Mahanoy City, Mount Carmel, Contralia, a all points on Lehigh Valley Rallroad and BIIG

branches. By new arrangements, perfected this day, this road is enabled to give increased depatch to interchandlage consigned to the above named points. Goods delivered at the Through Freight Depot, B. R. correr of FRONT and NORLE Streets, Before 5 P. M., will reach Wilkesbarre, Monat Carmet, Mahanoy City, and the other stations in Mahanoy and Wyonning Valleys before 11 A. M. of the succeeding day. [7 2]] ELLIS (LARK, Agent,

FUHE ADAMS EXPRESS COMPANY, OFFICE I No. 220 CHESACT Exceet, 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. 237; JOHN BINGHAM, Superintendent.

beyond, Malis close at the Philadelphia Post Office for all places on the road and its branches at 5 A, M., and for the principul stations only at 2¹⁶ P. M. EAGGAGE.-Dangan's Exploses will collect Bag-grage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868. The trains of the Pennsylvania Contral Raircad leave the Dipot, 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 be-fore its departure. The Chesnut and Wainut Streets cars run within one square of the Depot. On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the de-parture of each train

arture of each train

parture of each train Siesping Car Tickets can be had on application at the Ticket office N. W. corner Ninh and Chesnut streets, and at the depot. Agents of the Union Transfer Company will call for and deliver beggage at the depot. Orders left at No. 50 Chesnut street, or No. 116 Market street, will

TRAINS LEAVE DEPOT, VIZ:-

Mail Train 12 00 Accom. Nos. 2, 3, and 4-1 60, 6 00 and 10 30

TRAINS ARBIVE AT DEPOT, VIZ .-

 Philadeli bia Express
 10 A. M.

 Paoli Accommodation No. 1
 820 A. M.

 Part enburg Train
 710 A. M.

 Part enburg Train
 910 A. M.

 Past Lance
 935 A. M.

 Past Lance
 936 A. M.

 Lancaster Train
 936 A. M.

 Paoli Accommodation. Nos. 2 and 3.30 and 710 P. M.
 900 P. M.

 Day Kxpress
 500 P. M.

 Bartis.org Accommodation
 900 P. M.

 For further info mation apply 10
 500 P. M.

 For further info mation apply 10
 500 P. M.

 FRANCIS FUNK. Ticket Agent, No. 116 MARKST etreet, Samue any risk for Baggage, exceed tor Wearing Apparel and limit their Tesponability to One Hundred polates in value AH Baggage exceed tor Wearing Apparel and limit their tesk of the owner, unless taken on the value will be at the risk of the owner, unless taken on y apperiation ontree, K. DWARD H. WHALAMS, 4

Special Excursion Mail Freight, with passenger car. Express (through in two hours) Accommodation

429 General Soperintendent, Altoona, Pa. PHILADELPHIA, GEBMANTOWN, AND NOARISTOWN RAILROAD - TIME TABLE. FOR GERMANTOWN. Leave Philed-Iphie 6, 7, 8, 935, 16, 11, 12 A. M., 1, 2, 35, 35, 4, 5, 55, 64, 640, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown Branch. The So Down Train, and 35, and 55, 09, 10, 11, 12 A. M., 1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown Branch. ON SUNDAYS. Leave Philadelphie 95, A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, P. M. Leave Germantown St. A. M., 2, 7, 105, 7, 9 and 11 P. M. I cave Chestaut Hill 716, 8, 940, and 11 B. A. M., 149, F40, 540, 640, 840 and 1040 P. M. Leave Fhiladelphis 95, A. M. 2, and 7 P. M. Leave Chestnut Hill 7560 A. M., 1240, 540 and 925 P. M. FOR CONSHOHOUKEN AND NORRISTOWN. Fare to Atlantic. 82. Round trip lickets, god only for the day and train on which they are usual, 33. The Philadelphia Local Express Company, No. 635 CHESNU: Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City. Additional Ucket offices have been located at No. 625 CHESNUT Street. 7 Std D. H. MUNDY, Agent,

I. Paye Chestnut H.H. 750 A. M. 1240, 540 and 923
P. M. FOR CONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 1105 A. M. 15, 3, 4%, 5%, 6%, 806 and 1940, 7, 7 50, 9, and 11 4. M., 15, 3, 4%, 5%, 6%, and 6% P. M. ON SUNDAYS.
I. Leave Norristown 540, 7, 7 50, 9, and 11 A. M., 15, 3, 4%, 6%, and 6% P. M. ON SUNDAYS.
I. Leave Philadelphia 8, A. M., 530 and 745 P. M. Leave Norristown 7 A. M., 6% and 9, 7%, 9, 4%, 1105 A. M., 15, 3, 6%, 5%, 6%, and 11% P. M. Leave Philadelphia 6, 7%, 9, and 11% A. M., 15, 3, 4%, 5%, 6%, and 11% P. M. Leave Philadelphia 6, 7%, 9, 30, 9%, and 11% A. M., 2, 3%, 6, 6%, and 9 P. M. ON SUNDAYS.
I. Leave Philadelphia 6, 7%, 9, 30, 9%, and 11% A. M., 2, 5%, 6, 6%, and 9 P. M. ON SUNDAYS.
I. Leave Philadelphia 6, 7%, 4, M., 6 and 9% P. M. Leave Manayunk 7% A. M., 6 and 9% P. M. Depot. NINTH and GREEN Streets... UNITH and GREEN Streets...

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 On and after SATURDAY, July 4, trains will leave

 VINE Street Ferry as 10.0ws:

 Fpecial Excursion

 Street Ferry as 10.0ws:

 Street Ferry Ferry 10.0ws:
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DEILADELPHIA AND ERIE RAILEOAD .-

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the North-west, and the Great Oil Region of Pennsylvania, ELEGIANT SLEEPING GARS on all Night Trains. On and Piter MONDAY, May 11, 1888, the trains on the Philadelphia and Erie Ballroad will run as follows:-

Sunday Mail Train to Atlantic,

Leaves Atlantic.....

follows:--