THE ROCKY MOUNTAINS. New Cities-Indian Depredations-The Pacific Railway.

A correspondent of the Cincinnati Commer cial writes from Benton City, Dakotah, under date of July 4, as follows:-

MAGIR CITIES.

"North Platte and Julesburg, Nebraska, Cheyenne, and Laramie City, Dakotah, have been denominated magic cities, and, perhaps, not unjustly. Before the Pacific Railway was begun all freight destined for points west of the Missouri was conveyed in overland trains, and no matter which road, route or trail these tedious trains passed over, ranches were located every five or ten miles. The construction of the Union Pacific Railway to North Platte, Nebraska, was the commencement of the down-fall of ranchmen. Those located between Omaha and North Platte Railroad flocked to the latter place, or else sought other localities where railroads would not interfere, for years at least. The graders, tilemen, and iron men of the road must be fed, clethed, amused, and bled; and so, like a mushroom, up sprang a city, or more properly speaking, a town, and it was called North Platte. Whisky saloons, gambling places, and dance-houses predominated.

"The road was pushed on as far as Julesburg, and North Platte became almost as a desert, barren and deserted. Julesburg flourished for a season, houses of every description were erected, and great was the prediction of the future of the town, baptized after the Monsieur Jules. But it required no large amount of shrewdness to foresee that the station at the foot of the Black Hills would ultimately become a permanent town. Railroad workshops were to be erected there, a huge round-house was to be there located, and besides the road was still being pushed on, and soon a branch road from Denver would terminate at Cheyenne. And so Julesburg fell, and Cheyenne, l'honix-like, arose from the ashes. The latter town still stands, but much of its glory has departed to Laramie and Benton cities.

"The first place of consequence after crossing the Black Hills is Laramie City, situated on Laramie plains, near the Big Laramie river. and in sight of the apex of Laramie Peak, and not distant more than twenty miles from the Little Laramie river. It might perhaps be as well if Fort Laramie were brought down to this town, that the whole Laramie family might be contiguous. Workshops and a roundhouse are being constructed there, and like Cheyenne, we think Laramie City is destined become a permanency. Wyoming City, built in a day, is the next town of any note west of Laramie. It is distant twenty miles from the latter, and is located near the confuence of the Big and Little Laramie rivers. There is nothing about this place to warrant an idea of longevity. One hundred miles further west and you are put down at the last of the magic cities, viz; Benton City.

BENTON CITY.

"Penton city, as it now is, is on the east side of the North Platte river, one hundred and seventy-five miles west of Cheyenne, in Dakota territory. Until within a few days this town was generally known as North Platte, but the pioneers that be, who are constructing the Union Pacific Railway, have declared in favor of Benton city. Following this decision of the railroaders, Brevet Colonel Richard Dodge, Major of the 30th Infantry, commanding Fort Steele, contiguous to the town, issued a circular requiring all persons now on the the west side, as the town is now located on a military reservation, which must be freed from all citizen residences. The moving has lready begun, but it will be fully a month before all the tents, houses, and contents will e off the east bank. As yet the railroad has ot been completed to this place, but it is bout ten days. The crossing of the river by he railway is to be over a very good bridge, which is now almost completed. The popula ion of the town may be set down at two thousand souls, most of whom are either gamblers, prostitutes, or owners of whisky saloons. Scarcely a night passes but what some one is shot or robbed. The greatest demoralization and degradation prevail at present, which state of affairs, however, is destined to be of short duration, as talk of a vigilance committee is on dit, and every person, good and bad, stands in dread of the unprincipled 'vigilanters.

"Already, even before the iron head of the railway is pushed into the town, are many taking up their course for Green River, where it is expected the road will make winter

"Indians have turned up in this section of he mountains, and are evidently as poor as ver in the way of horse and mule flesh. arty of twenty attacked Hamil's outfit, workng on the grade about twenty miles west of ere, and succeeded in carrying off four head of horses and a dozen mules. One man, named Mitchell, while trying to save his own stock, was killed, and the animals carried off. But a few days ago they stole eight males within two miles of this town. Lieutenant ettit, of the Second Cavalry, returned yeserday from a scout after the redskins, and eported falling in with a band of Red Cloud's men; but no fighting occurred, why or whereore we know not. It is said that the Lieutepant was pursued by a stalwart son of the prest, who struck him several blows over the lead with his war club, but offered no further molestations. The hostile Indians are doing the best they can in collecting live stock from those employed on the railroad grade, but so far have killed but two or three men.

"Your correspondent has just returned from a trip to Bitter creek, which stream is on the Pacific slope of the mountains, one hundred and fifteen miles west of this town. Our train, consisting of twenty-four four-mule teams was loaded with grain for the use of stock employed on the grading now being done on he aforementioned creek. We struck the ne of the railroad twenty miles west of the forth Platte river, and followed its course up alleys, over bluffs, and through gaps and passes; and although the wagon road is new and very rough, we reached our destination in five days. The greatest impediment to general travel on this route is the extreme scarcity of grass and water. On the summit we found a broad stretch of level country, in the centre of which is an aikali pond-or lake, as mo-t of the mountaineers chose to saywhich is the only source for water at this This water is very strongly impregpoint. nated with alkali, but all drinking, both by man and beast, is imbibed from within its

"At another place we were compelled to send one team eight miles into the mountains for a load of snow, which we reduced to water, and thus supplied suffering nature. The line of the railroad from this city to Bitter Creek runs parallel with the Salt Lake City stage route, but varying from ten to twenty miles

further northward. UNION PACIFIC RAILWAY. "In a few days Benton City will be the terminus of this railway, and in another few days the track will have been la d ten, twenty,

or thirty miles beyond. Like the wandering Jew, its course is on, on, on-no rest, no stoppage, no wearying until cold, icy winter breathes his freezing breath and scatters the driving snow over the mountains and down valleys, Then its rapid progress is checked for a time, and it winds its tortuous snake-like course, slower, but equally sure. The roughest, crookedest, and most laborious part of the road has already been constructed. From here to Salt Lake the work will be comparatively easy, and it will not be a fact of susprise if next winter's headquarters would be located on Green river.

A FRENCH AUTHOR.

M. Sainte-Beuve at Home,

The following is translated from the French of the Evénemente Illustré, concerning M. Sainte-Beuve, the author of "Celebrated Women:"-"When you issue from the new splendor of the Luxembourg Garden, and pass thence through a deserted and badly paved street whose enamelled plate bears the inscription 'Rue du Montparnasse,' stand still for a moment in front of a small square house which smiles in the sunshine in its neat coat of white paint. It is the house of a sage.

"A study, used also as a bed-room; a very simple dining-room, two or three other rooms -that is all. But wait, I forgot a small garden into which lately a great many stones have been thrown. As for the inmates of the house, they are a man of sixty, an old cook, named Mary, a venerable housekeeper, a servant girl who sews on shirt buttons, mends stockings, dusts the furniture, and helps in the kitchen; two cats, one called La Vieille, and the other La Jenne; and, finally, pigeons, but very fine hooded pigeons with coral feet, and throats cravatted with rubies, amethysts, and emeraids. They are the most splendid feature of

" 'My dear,' said a friend one day to the owner of the house, 'you have senatorial pigeons."

ons, in No: artist's pigeons, he replied, with a smile. And, in fact, the owner of the pigeon is always an artist and thinker, a philosopher and poet, and only occasionally a Senator. "You know whom I mean; it is Sainte-Beuve. Well, we have now placed the ladder

against the wall; let us ascend it, jump into the garden, and enter the house. "The amiable and eminent causeur de landi (so called from his famous causcuries de lundi in the Constitutionel) is just at his desk, in the midst of all sorts of papers, and the Sena-

tor is just about to finish a carefully prepared speech. "His study is a very humble one. A bedtold you already that he uses it also as a bedchamber—an ingeniously constructed easy chair, presented to him recently by a highness, who is also a lady of heart and understanding, a plaster bust of the Princess Mathilde, and a pastel painted by the princess -an exquisite work-believed to be the por-

police lieutenant. "M. Sainte-Beuve works every day from eight in the morning till four in the afternoon, and interrupts his labor only by taking a light

trait of Madame Lenoir, the wife of the former

"He is very fond of butter, and has always some within reach, in a shell-shaped butter vessel, into which he puts a few pieces of ice as soon as warm weather sets in. He himself cuts his sandwiches and spreads the butter on them; he eats butter with everything, even

"At four o'clock, provided he is not in the Senate, he regularly takes a walk previous to his dinner.

"I mentioned Mary, the cook of the house. She understands the culinary art to perfection and is unsurpassed in her specialty, kidneys done in ragont. Merinee, the prince of gourmets, tasted them, and swore that Mary was an artist.

Veron was down on Mary's master for several years. Do you know the reason why Because Sainte-Beuve had dared to compare Mary with his peerless Sophie. The Doctor, who, previous to this incident, had been on very intimate terms with Sainte-Beuve, retired ealously into his tent. I believe he forgave him only on his death-bed.

"How abominable, sir, how abominable, exclaimed Mary, the other day, on reading the newspaper articles on Sainte Beuve's roast beef dinner on Good Friday; and she added:-" 'And they have not said anything about

my cream sauce and my crawfish.' 'The author of the 'History of Poetry in the Sixteenth Century,' of 'Volupte,' and so many other master-pieces of style, elegance, and depth, receives from time to time at his table a few friends, Prince Napoleon, Taine, About, Merimee, Charles Robin, and then the wit of this pleiade is equal to Mary's sauces.

"Here is a peculiar feature of these dinners. At dessert, the host always causes a tray with small glasses to be placed before him. Two bottles are also there: one of them contains rum, and the other Curacoa. With the utmost care be fills each glass half with rum, and half with Curacoa, and courteously hands to every guest this very agreeable and invigorating mixture. At the college we called this beverage a 'rocambole.' And I remember even that we had rocamboles-conac and Curacoa; and white recamboles - kirschwasser and

"But M. Sainte-Benve, or rather M. de Sainte-Benve, receives also a large number of other friends; they are the poor of that quarter of the city, who find at this humble house clothing, bread, etc.

"During his last illness Sainte-Beuve, a prey to acute suffering, called his housekeeper to his bedside, and said to her: -

" Take five hundred francs from the bureau and distribute them immediately. Go, and make haste!

"M. de Sainte Beuve is on excellent terms with his curate-the curate of Notre Dame des Champs—whom he calls a human saint. He is also on terms of friendship and esteem with the curate of Saint-Sulpice. I do not believe that he is acquainted with M. Veuillot.

"I said that this street was in a very bad condition. This disquiets him-particularly on Sundays and Mondays. The street is adjoining to the barriere.

the other day, to About, 'a sidewalk for the "He possesses the politeness of a gentleman of the old school, coupled with the sim-

plicity of a child. For a yes or no he always sends his card, with thanks, in his own handwriting. "At the entrance of his cabinet is a step. "Beware of falling on the step,' he said,

when he was still confined to his bed, to every visitor who came in or went out. "Ah! what an amiable man he is, and what

"It is, perhaps, not generally known that Sainte-Beuve originally intended to become a physician, and that he passed through three edical examinations. "When he exchanged the scalpel for the pen (is there not still something of the scalpal

in his masterly pen?) his excellent mother was, highly dissatisfied, so much so, indeed, that she became reconciled to it only when her son was elected a member of the French

-Savannah had a diving exhibition on the

RAILROAD LINES,

ORTH PENNSYLVANIA RAHLROAD.—
THE MIDD. E ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, March Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Pansenger Depot in Philadelphia, N. W. corner of BERBES and AMERICAN atreets.

SUMMER ARRANGEMENT—ELEVEN DAILY TRAIN—On and after WEDNESDAY, May 12, 1888, Passenger Trains leave the New Depot, corner of BERBES and AMERICAN streets, daily (Sundays excepted), as follows:—

cepted) as follows:—
At 645 A. M.—Accommodation for Fort Washington.
At 7.46 A. M.—Morning Express for Bethlehem and

ington.

At 746 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania caliroad, connecting at Bethlehem with Lebigh Valley and Lehigh and Susquehaona Ratiroads for Raston, Altentown, Catasanqua, Blatington, Manch Chunk Weatherly, Jeanesville, Hazieton, White Haven, Wilsesbarre Kingston, Pitston, Scranioa Carbon dale, and all points in Lebigh and Wyoming Valleys; also in confection with Lebigh and Myoming Valleys; also in confection with Lebigh and Mahanoy Raliroad for Mananoy City; and with Catawinsa Raliroad for Rupert Danville, Milton, and Williamsport. Arrive at Manch Chunk at 1255 A. M. at Wikesbarre at 3 P. M.; Soranton at 455 P. M. at Mahanov City at 2 P. M. Passengers by this train can take the Lebigh Valley Train. passing Bethlehem at 1155 A. M. for Eastos, and points on New Jersey Central Raliroad to New York.

At 845 A. M.—Accommodation for Doylestown, at 1970 A. M.—Accommodation for Doylestown, at 1970 A. M.—Accommodation for Fort Washington, and points in Mahanoy City, Centralia, Shenandoah, Mt. Carmet, Pittsion and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 235 P. M.—Lebigh Valley Express for Bethlehem, Atlentown, Manch Chunk, White Haven, Michellentown, Manch Chunk, White Haven, At 235 P. M.—Accommodation for Doylestown, at 1970 P. M.—Lebigh and Susquehanna Express for Bethlehem, Easton, Alentown, Mauch Chaus, Wilkesbarre, and Scranton, Passengers for Bethlehem, Easton, Alentown, Mauch Chaus, Wilkesbarre, and Scranton, Passengers for Bethlehem, Easton, Alentown, Mauch Chaus, Wilkesbarre, and Scranton, Passengers for Bethlehem, Easton, Alentown, Mauch Chaus, Wilkesbarre, and Scranton, Passengers for Bethlehem, Easton, Alentown, Mauch Chaus, Wilkesbarre, and Scranton, Passengers for Bethlehem, Easton, Alentown, Mauch Chaus, Wilkesbarre, and Scranton, Passengers for Bethlehem, Easton, Alentown, Mauch Chaus, Wilkesbarre, and Scranton, Passengers for Willow Grove, Hatboro, and Hartsville take the Leastons on main line of North Pennsylvania Raliroad, con

at 5 00 P. M.—Infough accommodation for isethle-nem and all stations of main line of North Pennsyl-vania Baliroad, connecting at Bethlehem with Le-high Valley Evening Train for Easton, Allentown, Mauch Chunk, At 6 20 P. M.—Accommodation for Lansdale, stop-At 620 P. M.—Accommodations.

ping at all intermediate stations.

At 11:30 P. M.—Accommodation for Fort Washing-

TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 900 A. M., 1150 Noon, 200 and
500 P. M.
1150 A. M. and 200 P.M. Trains makes direct counce-11-56 A. M., and 2000 P. M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquebauna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hasleton.

Passengers leaving Wilkesbarre at 1:30 P. M. consect at Bethlehem at 6:05 P. M., and arrive in Philadeliphia 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.

P. M. ON SUNDAYS.

Philadelphia for Bethiehem at 730 A. M.
Philadelphia for Doylestown at 200 P. M.
Doylestown for Philadelphia at 730 A. M.
Bethiehem for Philadelphia at 430 P. M.
Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new denot.

White Cars of Second and Tuird 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. Fillits CLARK, Agent.
Tickets sold and Baggage checked through to prin
c'tal points, at histor's North Pennsylvania Baggage
Express Office. No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA W RAILEOAD -SUMMER ARRANGEMENT On and after MONDAY, April 13, 1868, Trains will -On and after MONDAY, April 18, 1868, Trains will leave as follows:

Leave Philadelphia from the Depot, THIRTY.

FIRST and CHESNUT Streets, 7:16 A. M., 11 A.

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., 715 A. M., 7'85

A. M., 10'45 A. M., 155 P. M., 4'50 P. M., 6'55 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5'80 P. M.

Trains leaving West Chester at 7'30 A. M., and leaving Philadelphia at 4'30 P. M., will stop at B. O. 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 4'30 P. M., and transfer at B. C. Juno 1000.

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

cars of ooth lines connect with each train upon its arrival.

Leave Philadelphis at 8 00 A. M. and 2 00 P. M. Leave West Chester at 7 4 A. M. and 5 00 P. M. Trains leaving Philadelphis 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 Supt. Philadelphia, April lat, 1863.

TOR CAPE MAY VIA WEST JERSEY RAIL.

TOR CAPE MAY VIA WEST JERSEY RAILROAD.—From tool of MAIRET Street (Upper
Ferry). Commencing THUR-DAY, July 2, 1008.
Trains leave as follows for Cape May:—
900 A. M., Cape May Express, due at 1225 (upon),
915 P. M., Cape May Express, due at 1225 (upon),
620 A. M., Morning Mail, due at 1006 A. M.
620 A. M., Morning Mail, due at 1006 A. M.
Sunday Mail and Passenger train leaves Philadelphin at 715 A. B. Returning leaves Cape Island at
510 P. M. Excursion Tickets, §3.
Cape May Freight trains leaves Camden daily at
920 A. M., and Cape Island at 645 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 produced at No. 828
Chesnut street (under the Commanial 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, Eslem, A Hivilie, Vinciand, and intermed a estations, at 8500 A. M., and 3 30 P. M.
For Cape May, 9 the A. M. and 3 15 P. M.
Woodbry Accommodation train at 650 P. M.
Bridgeton and Salem Freight Train leaves Camden
daily, at 12 (noon)
Commutation Checks between Philadelphia and all

daily, at 12 (noon)
(k mmutation Checks between Philadelphia and all

stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

DHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD - SUMMER ARRANGE-MENT. - On and after MONDAY, April 13, 1895, trains will leave the Depot, THIRTY-FIRST and OHES-NUT Streets, West Philadelphia, as follows:— At 7:15 A. M. and 4:50 P. M., and leave Rising Sun at 8:15 A. M. and Oxford at 6 A. M., and leave Oxford at 17:25 P. M.

A Market Train, with Passenger Cam attached, will rundon TLESDAYS and FRIDAYS, leaving the Rising Sun at 11:05 A. M.; Oxford, 11:45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Pathadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 250 P. M.; runs through to Oxford.

Cxford.

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 Train leaving Philadelphia at 450 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. 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., 12.50 and

7 P. M FOR PHILADELPHIA.

Leave daily (except Sunday) at 745 and 12:15 P. M., and 4:30 and 7 P. M. ON SUNDAY.

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

LEEPING CARS for New York on 7 P. M. train Silk Pixe CARS for 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' Tolegraph Line, No. 34s Fennsylvania aven. e. between Sixth and Seventh streets See Baltmore and Ohio Raliroed adverthement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. Wilson, Master of Transportation, L. M. COLK, General Ticket Agent.

2257] GEO S. KOONTZ, Agent, Washington.

HAT PREIGHT LINE, VIA NORTH

PENNSYLVANIA RelLEGAD to Wilarre Mahanoy City, Mount Carmel, Centralia it points on Lehigh Valley Raitroad and

branches.

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

Goods delivered at the Through Freight Depot,
E. E. corner of FRONT and NOSLE Streets,
Before & 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 2] ELLIS CLARK, Agent,

THE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHESAUT Street, forwards Parcels, Packages, Merchandme, Bank Note, and Specie, either by its own lices or in connection with other Express Companies, to all the principal towns and cities in the United States.

227: JOHN BINGHAM, Superintendent.

RAILROAD LINES,

READING BAILBOAD, GREAT TRUNK Le Like from Philaderphia 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, 1885, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following bours:—

MORNING ACCOMMODATIONS.—At 730 A. M., for Reading and all intermediate stations, and Allentown.

for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6:30 P. M., arriving in Filiadelphia at 9:10 P. M.

MORNING EXPRESS.—At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Famaqua, Sunburg, Williamsport, Elmira Rochester, Niagara Falla, Buffalo, Wilkesbarre, Pittaton, York, Carlinie, 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 Lebanou Valley train for Harri-burg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, E. mira, etc.; at Harrisburg with Northern Central, Cumber, and Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chamberaburg, Finegrove, etc. trains for Northumberland, Williamspots, than bersburg Pinegrove, etc., AFTERNOON EXPRESS,—Leaves Philadelphia at 530 P. M. for Reading Pottsville Harrisburg, etc., connecting with Reading and Columbia Railroad Columbia Columbia, etc.

ains for Columbia, etc.
POTTSTOWN ACCOMMODATION,—Leaves Pottsown 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

Philadelphia at 4 30 P. M.; arrives in Pottstown at 6 35 P. M.

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

Reading at 8 00 P. M.

Trains tor Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 8 45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2 25 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 Alternoon Accommodation south at 8 35 P. M. arriving in Philadelphia at 6 45 P. M.

Market train, with a Passenger car attached, leaves Philadelphia til 2 45 900 for Pottsville and all Way Stations; leaves Foliaville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains rou daily, Sundays excepted. Sunday trains leave roussylile at 8 30 A. M., and Philadelphia at 3 15 P. M.; teave Philadelphia for Reading at 8 60 A. M., wreturning from Reading at 4 25 P. M.

CHESTER VALLEY RALEOAD.—Passengers

AM. ESTER VALLEY BAILROAD.—Passengers or lowningtown and intermediate points take the 30 A. M., 1245 and 430 P. M. trains from Philadel-bis, remarking from Downingtown at 650 A. M., 1900. Aud 545 P. M.

I ERRIOMEN RAILROAD.—Presengers for Collegeville take 7'40 A. M. and 4 W.P. M. trains from Philadelphia, returning from Collegeville at 7'01 A. M., and 1 W.P. M. trains from Philadelphia, returning from Collegeville at 7'01 A. M., and 1 W.P. M. trains at Collegeville.

NEW P. M., Stage lines for various points in Perkiomen Valley condect with trains at Collegeville.

NEW YORK EXPRESS FOR PHITSBURG AND THE WEST.—Leaves New York at 8 A. M., 50 and 5'00 P. M., Passing Reading at 1 A. M., 150 and 10'10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Ratrosed Express Trains for Pittaburg, Chicago, Williams port, Emilian Saltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Penns I vanta Express from Pitaburg, at 3 and 5'25 A. M., 9 55 P. M. passing Reading at 4:49 and 7:04 A. M., and 11'40 P. M., arriving at New York, 10'10 and 11'45 A. M., and 5'06 P. M. Stepling Cars accompanying these trains through between Jersey City and Pitaburg, 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 2 Noon,

SCHUYLKILL VALLEY RAH.ROAD.—Trains leave Potteville at 8'30 11'06 A. M., and 7'15, P. M., returning from Tamaqua at 7'35 A. M., and 1'40 and 4'30 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL ERKIOMEN RAILROAD,-Passengers for Col-

HUYLKILL AND SUSQUEHANNA RAIL

SCHUYLRILL AND SUSQUEHANNA RAIL-POAD, Trains leave Auburn at 7:55 A. 51, for Pine-grove and Harrisborg, and at 12:45 P. M. for Pine-grove and Tremont; returning from Harrisburg at 3:55 P. M., and from Tremont at 7:40 A. M., and 5:35 M.
TICKETS.—Through first-class tickets and emi-roant tickets to all the principal points in the North ind West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold of Morning Accommodation, Market Train, Reading and Pottstown; Accommodation Trains, at reduced sites.

and Pottstown Accommodation Trains, at reduced raies.

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. Bractord, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholis, 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 \$5250 each, for families and firms.

Season Tickets, for three, six, nine, or twelve mouths, for holders unity, to all points at reduced raise.

mouths, for holders unity, to all points at reduced rates.

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

Excursion lickens from Philadelphia to principal stations, good for Satu day, Sunday, and Monday, at reduced 'are, to be had only at the Ticket Cilice, at Thirteenth and Callowhill streets,

FR-16HT.—Goods of all descriptions forwarded to all the above points from the Company's New Fright Depot, Bread and Willow streets.

Freight Traits leave Philadelphia duity at 5'30 A. M., 12'45 noon, and 6 P. M., for Reading, Ladanon, Harrisburg, Pottaville, Port Ciliaton, and all points beyond. beyond.

halls 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 215 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.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY II, 1868. The trains of the Pennsylvania Central Railroad leave the Dipot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets are the last car connecting with each train leaving From and Market streets there are the last car the last car to the contrain within one aguare of the Depot.

On Sundays—The Market street cars leave Front and Market streets thirty-five minutes before the departure of each train. Sie bing 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 beggage at the depot. Orders left at N. 981 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:-

Market streets. ARRIVE AT DEPOT, VIZ.-

DHILADELPHIA, GEBMANTOWN, AND NOSKISTOWN RAILROAD—TIME TABLES.
FOR GERMANTOWN, Leave Philadelphia 6, 7, 8, 895, 10, 11, 12 A, M., 1, 2, 33, 35, 4, 6, 55, 6 10, 7 8 9, 10, 11, 12 P, M., 1, 6 ve German town 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A, M., 12, 3 4, 45, 6, 65, 7, 8, 9, 10, 11 P, M.
The 8 20 Down Train, and 35, and 55, Up Trains will potation on the Germanuous Branch.

The 8 20 Down Train, and a stanch, notatop on the Germantown Branch,

Leave Philadelphia 94 A. M. 2, 7, 10% P. M.

Leave Germantown 83 A. M. 1, 6, 9% P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 3, 8, 10, 12, A. M., 2, 3%, 5%, 7, 9 and 11 P. M.
Leave Chestnut Hill 7:16, 5, 940, and 11:10 A. M., 1:40, 3:40, 6:46, 6:40, 5:40 and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia 91, A. M. 2 and 7 P. M.
Leave Chestnut Hill 7:50 A. M. 12:40, 5:40 and 9:25

FOR CONSHOHO(KEN AND NORRISTOWN, Leave Philadelphia 6, 752, 9, and 11 to A. M. 194,

P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 75s, 9, and 11 65 A. M. 19s, 3,
45s, 55s, 65s, 876 and 115 P. M.
Leave Norristown 5-46, 7, 75s, 9, and 11 A. M., 19s, 3,
45s, 63s, and 65s P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2 36 and 7 Is P. M.
Leave Porristown 7 A. M., 5-73 and 9 P. M.
Leave Philadelphia 6, 75s, 9, and 11 68 A. ., 19s, 3,
45s, 55s, 65s, and 115 P. M.
Leave Manayunk 646, 75s, 8-20, 95s, and 115s A. M.,
2, 85s, 5, 65s, and 2 P. M.
Leave Manayunk 75s, A. M., 5 and 7 M. P. M.
Leave Manayunk 75s, A. M., 6 and 9s P. M.
W. S. WILSON, General superintendent,
Depot NINTH and GREEN Streets.

CET THE BEST-THE HOLY BIBLE-HARD in present states of Turkey Morocco and antique bindings. A new edition, arranged for photographic pectrals of families.

WM. W. HARDING, Publisher,

WO. 825 CHRENUT Baroot below Fourth

RAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEN AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, WHARP, At 5 & A. M., via Camden and Amboy Accommo-dation. At S.A. M., via Camden and Jersey City kr. At 2 P. M., via Camden and Amboy Express... 200
At 3 30 P. M., via Camden and Jersey C ty Express...

for Piorence.
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton and Palmyra, 2 P.M. for Riverton and 3:30 P. M. for Palmyra.
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for for Riverton and 3:30 P. M. for Palmyra.
At 5:30 and 10 A. M., 1. 3, 4:50, s, and 11:30 P. M. for
Fish House.
The 1 and 11:30 P. M. Lines leave from Market
Street Ferry (upper side).
FROM KENSINGTON DEPOT.
At 11 A. M., via Kensington and Jersey City, New
York Express Line Fare 53.
At 7 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton
and Bristol. And at 10:15 A. M. for Bristol.
At 7 and 11 A. M., 2:30, and 5 P. M. for Morrisville
and Tullytown.
At 7 and 10:15 A. M. 2:30, and 5 P. M. for Schengers

nd Tullytown, At 7 and 10'15 A. M., 2'30, and 5 P. M. for Schences

A17 and 10°15 A. M., 2°30, and 5 P. M. for Schences and Eddington
A17 and 10°15 A. M., 2°30, 4, 5, and 6 P. M. for Cornwells. Torrisdate, Holmesburg. Tacony, Winstnoming, Bridesburg and Frankfield, and at 5 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Religion.
A1°30 A. M., 1 30, 5°30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$3°25,
A1°40 A. M., Emigrant Line, Pare, \$2.
The 9°30 A. M., and 6°30 P. M. Lines will run daily,
A1°300 A. M., 1°30, and 12 P. M. for Trenton,
A1°300 A. M., 6°30 and 12 P. M. for Bristol.
A1°20 A. M., (Night), for Borrieville, Tullytown,
Schensk's, Eddington, Cornwells, Torrisdals, Holmesburg, Tacony, Wissinoming, Eridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at the innastreet, 30 infinites before decarriers. The cars on Marget street Salway run direct to Weat Philadelph a Depot; Chesnut and Walnut within one square. On sandays the Market street cars will run to connect with the 950 A. M. and 630 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELLAWA dE RAILEGAD LINES.
From Kensington Depot,
At700 A. M. for Niagara Felis, Buffalo, Dunkirk,
Elmira, ithatas, Owego. Rochester, Blinghamton, Osewego, Syracuse, Great Bend, Dontrose, Wilkesharre,
Schooley's Mountain etc.
At700 A. M. and 3'30 P. M. for Scranton, Stroudsburg, Water Gap, Reividere, Esting, Lambertville,
Flemington, etc. The 3'80 P. M. Line connects direct
with the Trisin leaving Easton for Manch Chunk,
Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and Intermediate Statlous.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upder side.)
At 8 A. M., 1, 4, and 6:15 F. M., for Merchantsville,
Moorestown Hartford, Masonville, Hainscort, Mount
Ho'ly, Smithville, Ewansville, Vincentown, Birmingbam, and Pemberton.
At 1 and 4 P. M., for Lew stown, Wrightstown,
Cookslown, New Egypt, Hornerstown, Cream Ridge,
Imiaystown, Sharon, and Hightstown.

Fifty pounds of bagis use only are allowed each Fifty pounds of bags use only are allowed each passenger. Passengers are prombited from taking any thing as bagsage but their wearing apparel. All bagsage wer fifty pounds to be paid for extra. The company limit their responsibility for bagsage to one dollar per pound, and will not be liable for any amount beyond side, except by special contract. Tickets sold and baggage checked direct through to Bosion, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Urica, Rome, Syracuse tochester, Entinio, Niagara Falls, and Suspension Bringe.

An originous Ticket Office is located at No. 828 Chesnat street, where Tickets to New York and all important points North and Fast may be procured. Persons purchasing Tickets at this Office can have their bagsage checked from residence or hotel to destination by Union Transfer Bagsage Express. LINES FROM NEW YOLK FOR PHILADELPHIA. Whill leave from foot of Courtland street at 7 A. M., I and 4 P. M., and 12 night via Jer ey City and Cam-den; at 520 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia.

Frem Pier No. 1 North Edver at 5:20 A. M. Accommodation, and 2 P. M. Express, via Ambay and Can den.

William M. H. GATZMER,
Agent.

PHILADELPHIA, WILMINGTON AND BAL

DHILADELPHIA, WILMINGTON AND BAL
TIMORE BAILHOAD.
TIME TAPLE,
commencing MONDAY, April 18, 1868. Trains will
leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:
Way-Mail Train at 832 A.M. (Sundays excepted)
for Baltimore, stopping at all Begular Stations, connecting with Delaware Railread at Wilmington for
Crispeld and Intermediate Stations.
Express Train at 12 00 M. (Sundays excepted) for
Baltimore and Washington, st pping at Wilmington,
Perryville, and Havre-de-Gride. Connects at Wilmington with train for New Castle.
Express Train at 2.30 P. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester,
Thurlow Linwood, Claymoni Wilmington, Newport,
Stanton, Newark, Elkton, Northeast, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmor's Run,
Night Express at 1700 P. M., (Daily) for distimore
and Washington, stopping at Ferryville and Havrede-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping
at New Castle, Middletown, Clayton, Dover,
Harrington, Seaford, Salmoor, Princess Anne, and
connecting at Cristicid with Eost for Fortress Monroe, Nurfolk, Portsmouth, and the South.
Passengers for Fortress Mainroe and Norfolk via
Baltimore will take the 12:00 M. Train, Via Cristicid
will take the 11:00 P. M. train,
Stopping at all stations between Philadelphia and
Wilmington,
Leav Philadelphia at Hue A. M., 230, 500, 706,
and Highelphia at Hue A. M., 278, 500, 706,
and Highelphia at Hue A. M., 278, 500, 706,
and Highelphia at Hue A. M., 278, 500, 706,
and Highelphia at Hue A. M., 278, 500, 706,
and Milledgially P. M. The Res P. M. Train connects

Wilmington.

Leav Philadelphia at 11° A. M., 2'30, 5'00, 7'00, and 11° 3' (daily) P. M. The 5 of P. M. Train connects with Delaware Railroad for Harrington and Intermediate stations.

and H' s)(dally) P. M. The so P. M. Train connects with Delaware Railroad for Harrington and Intermediate stations.

Leave Wilmington 700 and s'10 A. M. (dally), 1'30 4'15 and 7'30 (daily) P. M. The s'10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO "HILADELPHIA.

Leave Baitimore 7'25 A. M. Way-Mail: 9'40 A. M., Express: 2'25 P. M., Express: 8'56 P. M.

SHORTEST ROUTE TO THE SEA-SHORE CAMDEN AND ATLANTIC RAILROAD. FIVE TRAINS DAILY TO ATLANTIC CITY.

Leaves Vine street. 730 A. M. Leaves Atlantic. 120 P. M. Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are issued, \$3, The Philadelphia Local Express Company, No. 525 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to notel or cottage at Atlantic City,
Additional ticket offices have been located at No.
655 CHESNUT Street.
7 8 II
D. H. MUNDY, Agent.

Sunday Mail Train to Atlantic,

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

FLEGANT SLEEPING CA ets on all Night Trains. On and after MONDAY. May 11, 1885, the trains on the Philadelphia and Eric Railroad will run as follows:

General Superintendent

AUCTION SALES.

M. B. FOURTH Street, NOS. 139 AND 141

NEAT HOUSEHOLD FURNITURE, BRUSSELS

CARPETS, KTC.
On Monday Morning,
July 20. at 18 o'clock, at No. 23s S. Twanty-first
street by catalogue, the entire parlor, diving room,
and chamber jurniture; hair mattresse; fine Brussels and ingram carpers etc., in use but a short
time, and in excellent order. Also the Ritchen furblure.
7 16 31

SALE OF REAL ESTATE, STOCKS, ETC. July 21, at 12 o'clock, noon, at the Philadelphia Ex-Executors' Sale Estate of JAMES GALBRAITH, Three-story Brick Tavers and Dwelling, No. 3 Callowhill street.

Same Farate—S Brick Dwellings No 149 Danastreet.

Same Estate—3 Brick Dwellings No 151 Danastreet.

Same Estate—3 Brick Dwellings No 151 Danastreet.

New Market and Front.

Same Islate—6 Three-story Brick Dwellings, New Market street, between Nob e and Pegg.

Same Estate—Lot, Second street, south of Huntingdon.

Fame Estate—Lot, Second street, south of Huntingdon.
Some Estate—Lot, Labigh avenue

2 Three-story Brick Dwellings Nos. 508 and 518 S.
Eighte-nit atreet, below South.
Medern Three-story Brick Dwelling, No. 520 South
Tenth street, below Lembard.
Modern Three-story Brick Dwelling and Stable No.
1319 Mt., Vernon street. 36 fact from L.
Modern Three-story Brick Residence, No. 220 Grean
street, 46 feet from L.
2 sh res Kensington National Bank.
7 shares Consolidation National Bank.
6 shares Farmers' and Mechanics' National Bank.
12 shares Northern Liberties' Gas Co.
100 shares Union Mining and Smelting Co. N C.
149 Shares Green and Coates Streets Passenger Railway Co.
7 17 31

MARTIN BROTHERS, AUCTIONEERS,-No. 529 CHESNUT St., rear entrance from Minor.

No. 529 CHESNUT St., rear entrance from Minor.

Sale at No. 521 Chesnut street.

VERY SUPERIOR WALNUT FURNITURE, FRENCH PLATE MIRR JRS. FINE BRUSSELS CARPETS, BOOK-CASES, ETC.

On Monday Marning.

At 10 o'clock, at the Auction Booms by catalogue—Very squerior parior bruture, handsome walnut chamber furniture; walnut and oak extension tables; sideboards; handsome secretary book-case; large machines, had per mirrors; large counter tables; walnut and oak counting-house and effice furniture; fine Brussels and other carpets; canton martings; oil palutiness and engravings; six very superior sewing machines, made by executent makers; trather bees ser.

CANE SEAT AND WINDSOR CHAIRS.

12 dozen walnut came seat diving and sitting-room and chamber chairs.

13 dozen Windsor chairs, new.

[7172]

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION A ERCHANTS, No. 1116 CHESNUT Street; rear entrance No. 1107 Sansom at.

Sale at No. 928 Spring Garden street,
FINTURES OF A CONFECTIONARY AND ICECREAM SALOON; ALSO, HOUSEHOLD FORNITURE,
On Saturday morning,
July 18, at 10 o clock, at No. 928 Spring Garden
Sireet, will be said the Fixtures of an Ice-cream
Sakon, comorising cans and fixtures, tables and
chairs, counter and show-case, canned fruits and
opsters, etc. Also, the household furniture.

O. McCLFES & CO. (SUCCESSORS TO McClelland & Co.), Auctioneers, No. 86 MAR-RET Street.

L IPPINCOTT, SON & CO., AUCTIONEERS. BUNTING, DURBOROW & CO., AUCTIONS

D EERS, Nos. 262 and 235 MARKET Street, 002; ner of Bank street. Successors to John B. Myers & Oct AMUSEMENTS. CONCERT AT GERMANTOWN.

CONCERT AT GERMANTOWN.

ALFREDO BARILI.

THE YCUTHFUL PIANIST,

Begs to announce that.

On next THURS DAY EVENING Joly 16, he will give a Vocal and Instrumental Concert at the TOWN HALL GERMANTOWN,

Assisted by ETTORE BASILI. his tather and teacher. Miss NATALE, of New York.

Several amateurs and some pupils of his uncle, who will preside at the Piano.

ANTONIO BARILI.

Admission, 31.

Admission, \$1. Tickets for sale at the usual places. HOOLEY'S OPERA HOUSE, SEVENTH
Street, below arch.
LAST WEEK OF THE SUMMER SEASON.
THE BEST BILL EVER OFFERED.
R M. Carroll in his Great Specialities.
Great Hit of the Lagard Burlesque.
WEDNESDAY, JULY 15.
BENEFIT OF ARCHY HUGHES.
The FALL and WINTER SEASON will commence
Mor day, september 7. with Hooley's Minatreis, 7 15 61

HOX'S AMERICAN VARIETY THEATRE,—
EVERY EVENING AND SATURDAY
AFTERNOON,
GREAT COMBINATION TROUPE,
in Grand Ballets, Ethlopian Burlesques, BongaDances, Pantomimes, Gymnast Acce, etc. HORTICULTURAL HALL. — ENGELK & 8
Prothecase Concerts every SATURD : Y from 410 6 P. M. FISCHER'S Ice-cream served in the Foyer. Admission. 25c 6tickets, \$1: 40 tickets, \$5.

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.2

NO. 189 SOUTH ELEVENTH STREET AND

NO. 510 BACE STREET. [810 mw RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD MORE and WASHINGTON AND BAUTIMORE and WASHINGTON AND THE WEST are HOW THE SE SOLIOWS, VIZ :-FOR RALTIMORE, FOR BALTIMORE.
Leave daily, except Sunday, at 700, 745, and 1230 P.
M., and 200, and 4 30 and 8 45 P. M.
FOR ALL WAY STATIONS.
Leave daily, except Sunday, at 700 A. M., and 200 and 8 45 P. M.
FOR WAY STATION SOUTH OF ANNAPOLIS Leave at 615 and 700 A.M., and at 200 and 485 P. M.

Leave at 7:00 A. M. and 4:30 P. M.

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 4:20 and 8:45 P. M.

FOR WAY STATIONS.

Leave at 7:45 A. M. and 4:20 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 8:46 P. M.

On Saturday at 7:46 A. M. and 2:30 P. M.

On Sannay 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' Teleg aph Line, No. 3:8 Fennayivania syenus, between Sixth and Sevenus, between Tikhrough Line,"

J. L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent.

TEDERCHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting Railroads from Waints street whar?.

Freight for all way polits on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon For Trenton, Frinceton, Kingston, Rocky Hill and all points on the New Jersey and Belvidere Railroads, forwarded at 12; P. M.

For New York, at 12, 25; and 5 P. M.

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

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

WALTER FREEMAN, Agent,
No. 226 8, Dolaware Avenue,