YOSEMITE.

Description of the Famous California Valley-The Mariposa Big Trees-The Finest Scenery in America. Correspondence of the Atla California, June 13,

THE MARIPOSA BIG TREES.

These magnificent growths, known to the learned as the Sequeia Gigantea, are about six miles up the mountains, on the right of the Mariposa trail, and can only be reached by taking the branch trail at Clark's. They are well worth seeing, and are generally visited by the Yosemite travellers. The grove is scattered along over an extent of six miles or more, and comprises about six hundred trees. Of these, the largest is the "Grizzly Grant," which is 102 feet in circumference, and stauds quite alone in its grizzled and savage dignity. Others stand in groups of twos and threes, over rolling slopes and sharp mountain spurs, bearing for the most part, such absurd and maladroit names as the vanity or shallowness of casual visitors appear to have suggested. Ex-Duke Gwin and other political celebrities have left their names here only to be succeeded by other and later stars Of the names bestowed for those who are yet living, the most appro-priate was that of a sturdy, shapely, resolute-looking tree, nearly one hundred feet around, called "Grant." Of course, Washington and Lafavette, and all the early worthies of American history, are represented in the nomencla ture of the grove, but "Graces," "Brothers," "Sisters," and such like, are profusely scattered around with the ephemeral titles of politicians. The average height of the Mariposa trees is about 250 feet, and three or four which exceed 100 feet in circumterence. Scattered among these giants are numerous ordipary pines, large enough to attract attention anywhere else, but indicrously dwarfed by comparison with the vast columns of wood and bark which seem to support the sky. One geems to be in some grand old cathedral, arched and fretted with vernal tracery overhead and aisled in long vistas of mighty columns which lead away in every direction. Taking one of these giants separately, it does not appear overwhelming in size, because one loses the idea that it is a tree: it seems more like some fautastic enormity of an unknown origin. The trunk, velvety with brown bark, or scarred with fires and storms, rises massive and compact as an Egyptian monolith, while above the rugged and angular branches struggle wildly out against the sky. So have they struggled for a thousand years, defying tempest, hail, and snow. So will they still brandish their arms above the mountain tops, when the men whose feeble names they bear for the brief moment shall have been forgotten in dust of ages. The Mariposa Grove is included in the grant made to this State by the National Congress with the Yosemite Valley, though the trees and valley are not included in the same tract. The trees are not now in the country whose name they bear, but are in Fresno that portion of Mariposa having been set off fram the original county some years since. Galen Clark, of the homelike rauch where we stop, is guardian of the trees and valley.

INTO THE YOSEMITE. Leaving the hospitable ranch of Mr. Clark.

where we have had the wild luxuries of venison, bear meat, and mountain trout, we cross the South Fork of the Merced, and commence the ascent of the mountains which intervene between us and the famous Yosemite Valley. This is work in earnest, and is rough travelling, especially at this season, when little or no labor has been done on the trails, and snow is still lying on the mountains. Still, there is something inspiring and invigorating about the pure, cool atmosphere, the aromatic odors of the pines and firs, the freshness of the opening spring, and the sunny face that nature indeed who can withstand these cheerful influences, and I suppose our company would have been an exception to every other that ever crossed these sun-checkered, breezy heights, if it did not break forth into singing-exhausting every popular air, from ancient opera down to "Coal-Oil Tommy" and "Marching Through Georgia," which last is, for some occult reason, specially dedicated to this trip through the mountains to Yosemite. We had twentysix miles of horseback riding from Clark's to Hutching's hotel in the valley, and, while I would not say one word against the reliability of the surveyors of these paths, I must declare that their miles are most generous and ample. It is just so all through the region; on all the trails the miles partake of the greatness of everything else, and are gotten up regardless of expense or the small considerations of size or space. A mile in this region is positively an undetermined quantity. Particularly long were the miles through the snow. Passing up the summit, over sharp crests and ice-cold mountain streamlets, we saw through sudden openings the magnificent valley of the San Joaquin, miles and miles beneath us, mapped out in level verdure, and stretching away, laced with winding streams, to the blue distance of the Coast Range, whose peaks lay like cumulous clouds upon the horizon. Nearer, the dull level of the plain billowed up into the heaving foot-hills, and where we stood, on the sharp break of this vast sea of earth, rock, and verdure was foamy white with the snows of early spring. We had left summer fruits and flowers below us, but here were the swelling buds of the alder and elder, the pale green catkins of the maple, and the rosy young leaves of the oak. Over long wastes of snow, on which the snn rained its flery arrows down, we now took our way. Blinded by the blaze of light, we travelled ever long swells of snow, which were occasionally broken by curious patches of marsh land, green and brown with new verdure. and sloppy and soppy with melted snow. guided on our uncertain trail by a few 'blazed" trees along the route, we cantered steadily over the firm surface, slid down the more sharp declivities, wound among the tail trees, or wallowed in the treacherons drifts which gave way beneath the weight of our animals, precipitating man and beast into a slough of despond from which it was not easy for them to extricate themselves. But the longest day has an end, and after

ling in the snow, we passed out of the cooler region into the steep slopes which run into the Yosemite Valley. A few hours before sunset we reached Inspiration Point, from whence we have the only general and comprehensive view of the Yesemite Valley. Enthusiastic persons are in the habit of exclaiming here that they are now fully repaid for the whole journey. Without Intending any disrespect to the view, I will merely say that none of our party deserved the name of being anthusiastic. Still, the sight was a glorious one. The gigantle walls of the Valley, painted by the declining sun, winding in an immense vista into the distance, the emerald glow of meadow land divided by the snake-like Merced between, the innumerable waterfalls, leaping like cataracts of snow from the heights above, and the tall, sharp, white peaks of mountains which stand guard over all, form a picture seen only from Inspiration Point. Descending by a steep and precipitons trail, and leading our horses, we level of the valley beneath, right glad to be on comparatively another ground once more. We passed the passed the passed the conduct.

enjoying the novel pleasure of summer travel-

Middle Fork of the Merced, which runs through the valley, very high, but fordable on all the route up to Hutchings' house. On the right we passed the famous Bridal Veil Cataract, falling into the tall tree tops, over which hovered rainbows innumerable, bending over the fall, and mingling with the deep green of the pines below. At 7 o'clock in the evening, as weary, and jaded, and hungry as any party that enters the valley, we reached the hospitable hostelry of Mr. Hutchings. I do not suppose that our experience differs from that of every other mountain tourist, but never, while memory lasts and "reason holds her seat," etc., etc. (see Hamlet), will any one of our party forget the measureless content that possessed our souls as we were received into the Hutchings' hospice, and appropriated its blessings of fragrant coffee, real ream, and other cates, generous fire-place and rearing fire, clean sweet beds, and hearty cheer. Rest, repose, and refreshments are bere—lehind are the picturesque perils of the wilderness. We have left the fickle appetite and insincers kickshaws of fancy cookery in the city far away; here mountain trout, as well as good digestion, weit on appetite, and health on both.

The scenery of Yosemite is savage rather than sylvan, sublime rather than pleasing. The emotions which one experiences are chiefly those of awe. There is almost nothing duicet. pastoral or soothing about the sights or sounds of the Valley. The awful roar of the cataracts, the furious rush of the torrents, the fearsome neights of the precipices, and the bold awful fronts of the mountain peaks-all these inspire the mind with sensations of sublimity rather than of beauty. There are some exceptions to this general statement, as, for instance, the placed beauty of Mirror Lake, surrounded by a fringe of poplars and willows, is a pleasing picture, though the savage grandeur of the mountains, reflected in the deep bosom of the lake, is obtruded upon the spectator. This sight, however, we missed; on two separate occasions the lake resolutely refused to show its famous mirror to us, but was ruffled and tumbled with an aggravating breeze. Then there are many glimpses of river scenery on the Merced which are rural and simple enough for any taste; but for the most part the main characteristics of the "show places" are grandly sublime. At this present writing the falls are finer

than at any other season of the year. The mountain snows are melting and the streams are bank-full, so that the volume of the cataracts is very great. The famous Yosemite Fall, which is opposite Mr. Hutchinga' house, is the great thing in the waterfall way, and its ceaseless rear strikes on the ear by night and day until one is almost weary of its persistent monotone. The Bridal Veil, with its delicate sheen of water, falling 940 feet perpendicularly, is the most beautiful of all the cataracts, but this savage Yosemite, plunging madly in a wild foam of snowy, arrowy, downward-falling sky-rockets, sixteen hundred feet at one leap, is a terrible thing to look at. The second or middle stage of the fall is almost unseen, except from certain points, but the lower fall of the cataract, 600 feet high, is grand and fascinating. Around its base, among the lofty pines which shut it in, are now huge banks of snow twenty or thirty feet deep, under which the water runs in rapid torrents, seen at the bases of the circular pits, which are melted around the great trees which grow up through the snow. One never wearies of gazing upon the giant force of the great fall of the Yosemite. Suddenly plunging over the dizzy cliff it seems to fall from out the sky, and, in the vast volume, or detached in down-flying rockets, it precipitates itself upon the rocks and snow beneath with a sullen roar. By a devious path we climbed over the face of the precipice, and stood at the bottom of this great upper fall. The summer air was rudely agitated by a rushing, mighty wind, which swept out from the falling torrent, and was drenched with blinding showers of spray, which filled the whole vast recess down which the water leaped. To pass into this haunt of winds and waters was to pass from balmy summer into the cheerless rains of winter.

Another pilgrimage to the Nevada and Verpal Falls was amply rewarded by sublime and solemn sights. Climbing a mountain trail we donned gum coats, and, turning a sharp angle in the mountain wall, came upon the Vernal Fall, which is 350 feet high, and tumbles over a level ledge of rocks. The spray from this cataract is like a heavy rain, and is driven sharply over the slippery and grassy slope on the right, over which we pass to the ladders leading to the ledge above. Once on the rocky precipice that forms a vaulting place for the falls, we find ourselves in a new world. It is a succession of wonders. The stream which foams near the Vernal Fall is traced along its rocky and noisy way back to the base of the Nevada Fall, about half a mile back or above the Vernal. Here we can look back at the green curve of the top of one cataract and forwards to the snowy terrors of another, both being united by the foaming torrent which plunges through its rocky walls, white with foamy falls.

Overlooking all these rises the magnificent rocky dome of "the Cap of Liberty," 4600 feet above the valley. This peak, like many others, has had sundry titles, its last before the present being "Bellows Batte." I can testily to its being a windy place, but there is no reason why the name of the eminent divine, Mr. Bellows, should be put there. From the apex, which we reached after a long and laborious climb, we could see a glorious paporama of mountain, streams, and We could look down upon the Nevada Fall, which, far below us, at the base of the rocky peak on which we stood, took its final plunge of seven hundred feet, fretted with toam and sending up its hollow roar. Turning our backs upon the valley, we could see the snowy range of the Sierras from whence are drawn so many mountain streams, and whence comes the torrents which dash in wild, forceful grandeur into the Yosemite Valley, or, ribbon-like, slide over smooth precipices for a space and then sullenly take their quiet leap into the mountainous masses of pines below. The Domes are noble objects in the landscape, but the labor of climbing them is very great.

POLITICAL.

-Kansas never yet falled to go largely Reublican, and at her last Governor's election Sac, thus proclaimed her conviction--- Craw-, Republican, 19,3%; McDowell, Democrat, Republican majority, 11,218. She will this full poll 50,000 votes, whereof Grant and Colfax will have more than 10,000 majority.

-Semmes, the pirate, supports Seymour and Blair, of course, and has made a speech urging the r election. It is suggested that if they thould happen to be elected, he would make a good Minister to England to settle the Alabama

-Democrats are growing scarce in Pittsburg, Peonsylvania. At the bottom of a call for a Copperhead ratification meeting it was recently necessary to forge the names of a number of comment Republicans.

The Louisville Journal says that where two or three Democrats are gathered together there will the spirit of Democracy be also. That's true, no matter what the tax is.

RAILROAD LINES,

NORTH PENNSYLVANIA RAILEOAD.--THE MIDDLE ROUTE.-Shortest and most chunk, Hatleton, White Haven, Wikesbarre, Mahanoy City, Mount Carmel, Pittsion, Scranton, Carbonand all the points in the Lebigh and Wyoming Cos Region.

Passenger Depot in Philadelphia, N. W. corder of
HERRES and AMERICAN STREET.

SUMMER ABRANGEMENT—ELEVEN DAILY
TRAINS—On and after MONDAY, May 20: 1858,
Passenger Trains leave the New Depot, corner of
BERRES and AMERICAN Streets, daily (Sundays ex pied) as follows:-At 6'45 A. M.-Accommodation for Fort Wash-

Ington.

At 7:45 A M.—Morning Express for Bethlohem and Principal Stations on North Pennsylvania scalinged, connecting at Bethlehem with Lebigh Valley and Lebigh and Susquehanna Ratirones for Easton, Alleniown, Catassauqua, Slatington, Masch Chunk Weatherly, Jeanesville, Hasieton, Mille Haven, Wilseebarre Kingston, Pitason, and all poleta is Lebigh and Mah-noy Railroad for Mathancy City: and with Catawissa Railroad for Mathancy City: and Milton and Williamspert Arrive at Malch China Li liton and Williamsport Arrive at Maich China di S.A.M.; at Wilkesourre at 3. M.; at Mananov City E.P.M.; Passougers by the train can take the Lenigh alley Train, passing Bethichem at 1155 A.M. for acton, and points on New Jersey Central Railroad

Raston, and points on New Jersey Central Railroad to New York.
At 545 A, M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro and Hartsville, by this train take Stage at Old York Road.
At 1646 A, M.—Accommodation for Fort Washington, stopping at intermediate Stations.
At 1430 P, M.—Lebigh Valley Express for Bethlehem, Allestown, Mauch Chunk White Haven, Wilkesbarrs, Hazveton, Mabanoy City, Centralia, Phersandoah, Mt. Car nel, Pittston and Sgranton and all noints is Manacoy and Wyoming Coal Regions.
At 235 P, M.—Accommodation for [Doylestown, Stopping at all intermediate a attons.
At 318 P,M.—Lebigh and Susquehauna Express for Bethlehem, Eastim Alentown, Mauch Chung, Wilkesbarre, and Sgranton, Passenger for Graenville take this train to Quakertown, and for Summey-town to North Wales.

own to North Wales

At 4'15 P. M.—accommodation for Doylestown, topping at all intermediate stations. Passuagers for Willow Grove. Bathore. and Hartsville take have at Abingtor; for New Hore at Doylestown.

At 5'00 P. M.—Through accommodation for Setallement and all stations on main line of North Penusylemia Railrond, connecting at Sethichem with Lecunic Railrond, connecting at Sethichem with Lecunic Railrond. At 620 P. M.—Accommodation for Lanadale, stop-ling at all intermediate stations. At 1150 P. M.—Accommodation for Fort Washing-

TRAINS ARRIVE IN PHILADELPHIA, 10 F. M. 11v5 A. M. and Too P. M. Trains makes direct connec-on with Lebigh Valley and Lebigh and Susquebanna alins form Easton, Scranton, Wilkesbarre, Mahony its, and Hanieton.

Passengers leaving Wilkesbarre at 1.45 P.M. con-sect at Bethlehem at 6.05 P. M., and arrive in Phila-eights 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 3.1

Philadelphia for Estalehem at 9:30 A. M.
Philadelphia for Doyleatown at 2:50 P. M.
Doyleatown for Philadelphia at 7:50 A. M.
Betblehem for Philadelphia at 4:30 P. M.
Fifth and Sixth Streets Passenger Cars convey pa sengers to and from the new depot,
White Cars of Second and Tuird Streets Line and
Union Line run within a short distance of the Tickets must be promised 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 Se FIFTH Street.

WEST CHESTER AND PHILADELPHIA RAILROAD.-SUMMER ARRANGEMENT, OH and after MONDAY, April 18, 1868, Trains will leave as follows:-Leave Pulladelphia from the Depot, THIRTY-Leave Pulladelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7:10 A. M., 11 A. M., 12 D. P. M., 475 P. M., 475 P. M., 7 P. M., 11 P. M. Leave West Chester for Fhiladelphia from Depot on east Market street, at 515 A. M., 715 A. M., 72 A. M., 1045 A. M., 155 P. M., 456 P. M., 655 P. M., On and after Monday, June 15, an additional Train will teave Philadelphia for Media and Intermediate Points at 573 P. M.

Trains leaving West Chester at 7730 A. M., and leaving Philadelphia at 456 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 715 A. M., aud going West Will take train leaving

7:18 A M., and going West will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Juno The Depot in Philadelphia is reached directly by the Chesnut and a Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its arrival.

arrival.

ON SUNDAYS,
Leave Philadelphia at 2 00 A. M. and 2 00 P. M.
Leave West Chester at 7.4 A. M. and 5 00 P. M.
Traine leaving Philadelphia at 715 A. M. and 4 60
P. M., and leaving West Chester at 7.30 A. M. and 4 50 P. M., connect at B. C. Juctihn with Trains on P. & L. C. R. R., for Oxford and intermediate points.
Passengers are allowed to take Wearing Aposter brive as Boggase, and the Company will not in any chiy, as Baggage, and the Company will not in any case be responsible for an amount exceeding on hundred dollars unless a special contract is made to the same. HENRY WOOD, General Supt. Philadelphia, Aprillat, 1808.

HOR CAPE MAY VIA WEST JERSEY RAIL.

TOR CAPE MAY VIA WEST JERSEY RAILROAD,—From 1000 of MARKET Street (Upper
Ferry). Commencing SATURDAY, July 18, 1868,
Trains leave as follows for Cape May:
900 A. M., Cape May Express, due at 1225 (noon),
205 P. M., Cape May Passenger, due at 715 P. M.
400 P. M., Fast Express, due at 1225 (noon),
800 A. M., Morning Mail, due at 1200 A. M.
900 A. M., Fast Express, due at 1200 A. M.
500 A. M., Morning Mail, due at 1200 P. M.
Sunday Mail and Passenger train leaves Philadelphila at 505 A. M., Keturning teaves Cape Island at
500 P. M. Excursion Tickets, 48.
Cape May Freight trains leave Camden daily at
910 A. M., and Cape Island at 645 A. M.
Commutation Tickets between Philadelphia and
Cape May, at the following rates:
Annual Tickets, \$108, Quarterly Tickets, \$50, for sale
at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 828
Chesnut street (under the Combinatal Hotel), where
orders can also be left for Baggage, which will be
called for and checked at restances by the Union
Transfer Company.

WEST JERSEY RAILROAD LINES.

WEST JERSEY RAILROAD LINES.
For Bridgeton, Eslem, Ethivilie, Vluciand, and insermed a cestations, at \$50 A. M. and \$30 P. M.
For Cape May, 100 A. M., 3 15 P. M., and 4 P. M.
Woodbury Accommodation train at 50 P. M.
Bridgeton and Salem Freight Train leaves Camden , at 12 (noon) nmutation Checks between Philadelphia and all STATIONS AT reduced rates. WILLIAM J. SEWELL, Superintendent.

July 2, 1868. DHILADELPHIA AND BALTIMORE CEN THAL RAIL ROAD - SUMMER ARRANGES MENT, -On and after MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHESSNUT Streets, West Philadelphia, as follows: - At 745 A. M. and 450 P. M., and leave Rising Sun at 125 P. M., and Oxford at 6 A. M., and leave Oxford at A. M. and leave Oxford at 125 P. M.

A Market Train, with Passenger Cars attached, will reneon TUESDAYS and FRIDAYS, leaving the Rising Sun at 11% A. M.; Oxford, 1145 A. M.; and Kennett, i P. M.; connecting at West Chester Junction with a train for Philadelphia.

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

Oxford.

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

The atrain 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 bundred dollars, unless a special contract be made for the same.

General Superintendent. for the same. General St

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA, AND NEW YORK,
Trains between Washington and New York are
low run as follows, viz.:—
FOR NEW YORK, without change of cars,
Lenve daily (except sunday) at 7.40 A. M., 12.30 and

FOR PHILADELPHIA. FOR PHILADELPHIA.

Leave daily (except Sunday) at 7.45 and 12.15 P. M., and 4:30 and 7 P. M.

ON SUNDAY.

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

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

Through Tickets to Philadelphia, New York, or Boston, can be mad at the Station Odics at all hours in the day, as well as at the new office it the Bankers' and Brokers' Telegraph Line, No. 544 Pennsylvania avenne, between Sixth and Seventh Streets Fee Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimora, Aunapella, and the West, L. M. L. Will-ON, Master of Transportation, L. M. COLLE, General Ticket Agent, 22811 GEO S. ROONTZ, Agent, Washington.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAIL-ROAD to Wilkesbarre, Mahanoy Cuy, Moont Carmel, Controlla, and all points on Lenigh Valley Rairosd and its

all points on Lenigh Valley Reister.

By new arrangements, perfected this day, this read is thatled to give increased despatch to merchandles consigned to the above named points.

Goods delivered at the Through Freight Depot, E. E. Corber of FRONT and NOBLE Streets, Effers S. P. M., will reach Wilkesbarre. Monut Carmet, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before H.A. M. of the succeeding day.

[7 2] ELLIS CLARK, Agent.

FIGHE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHES:NUT Street, forwards Parcels, Packages, Merchandise, Bank Note, and Specie, either by he own lines or in connection with other Fxpress Companies, to all the principal towns and cities in the United States.

271 JOHN BINGHAM, Superintendent.

RAILROAD LINES.

READING RAILROAD,-GREAT TRUNK LINE from Philadelphia to the Interior of Pendsylvania, the Schuykid, Susquebanna, Cumberland, and Wyoming Valleya, the North, Northwest, and the Canadas, Suromer Arrangement of Passenger Trains, Monday, May 4, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours—

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

town.

Returning, leaves Reading at 6:30 P. M., arriving in rhindelphia at 8:10 P. M.

MORNING EXPRESS.—At 8:15 A. M., for Reading Lebauon, Harrisburg, Pottaville, Pine Grove, I amagua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesparre, Pittston, York, Carlisle, Charlespany, Magazaloga, 25. Niagara Falia, Buffalo, Wilkesbarre, Pittaton, York, Carlole, Chambersburg, Hagerstown, etc.
The 7-30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8-55 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Cluton with Catawissa Hallroad trains for Williamsport, Lock Haven, Emira, etc.; at Harrisburg with Northern Central, Comber and Valley, and Schuyikill and Susquehanus trains for Nerthumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON & XPRESS, — Leaves Philadelphia at 250 P. M. for Reading, Pottaville Harrisburg, otc., connecting with Reading and Columbia Railroad trains for Columbia, etc. Figure 1 to the state of the st M. FADING ACCOMMODATION—Leaves Reading 1730 A. M., stopping at all way stations; arrives in

nliadelphia at 16 15 A. M.
Netherning, leaves Philiadelphia at 5 15 P. M.; arrives
Resulting at 5 to P. M.
Trains for Philiadelphia leave Harrisburg at 5 10 A.
, and Portsville at 8 45 A. M., arriving in Philiadelits at 1 P. M. anternoon trains leave flarrisburg at
5 P. M., and Pottsville at 2 to P. M.; arriving at
illadelphia at 6 to P. M. nliadelphia at 6 to P. M.

Harrisbury, accommodation leaves. Reading at 7 to M., M., and Harrisburg at 4 to P. M. Connecting at eading with Asternoon Accommodation south at 30 P. M., striving in Philadelphia at 2 to P. M. Market thing, with a Passenger car attached, toaves hiladelphia at this to the sound for Potsville and a I way tations; leaves Potsville at 7 A. M. for Philadelphia and all other Way Stations.

all the shove trains run daily, sundays excepted. onday trains leave roughlie at 500 A. M., and indelights at 315 P. M.; leave Philacelephia for ading at 8 to A. M., returning from Reading at 4 to HESTER VALLEY RAILBOAD.—Passengers now in stown and Intern ediate point inke the A.M., 1245 and 426 P.M. trains from Philadels, returning from Downingtown at 630 A.M., 1700, 1945 P.M. phile, returning from Downingtown at 6:30 A. M., 1'00, and 0'40 P. M. M. RAILROAD,—Passengers for College ville lake 7'-9' A. M., and 4.3° P. M. trains from Philadelphia, returning from College ville in the Tollake 1'-9' A. M., and 4.3° P. M. trains from Philadelphia returning from College ville at 7:0' A. M., and 1.3° P. M. Stage lines for various points in Perkomen Velley connect with trains at College ville.

NEW YORK EXPRESS FOR PITTISBURG AND THE WEST.—Leaves New York at 9 A. M., 3 on and 2:00 P. M., passing Kending at 1 A. M., 1'-60 and 10'-10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Rainroad Express Trains for Pittsburg, College, Williams port, Elinira, Baltimore, etc., Returning, Express Train leaves Harrisburg, on arrival of Penns Ivania Express from Pittsburg, at 3 and 5'26 A. M., 3'55 P. M., passing Reading at 4'-10 and 1'-46 A. M., and 5'00 P. M. Sleeping Cara accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 5'-10 A. M., and 2'05 P. M. Mail train for Harrisburg teaves New York at 12 Noon.

SCHUYLKILL VALLEY BAHROAD.—Trains

New York at 12 Node.

SCHUYLKILL VALLEY RAHROAD.—Trains
neave Postsville at 6:30 (1:00 A. M., and 7:15 P. M., rethraing from Tamaqua at 7:35 A. M. and 1:30 and 4:35 HUYLEILL AND SUSQUEHANNA RAIL SCHUYLETLE AND STATE A. M., for Pine grove and Harrisbarg, and at 18:45 P. M., for Pine grove and Tremont; returning from Harrisbarg at 3:55 P. M., and from Tremont at 7:40 A. M., and 5:35

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

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

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 lickets are obtainable only at the Office of S. Brauford, Tressurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.

Commutation Ticket at 25 per cent, discount, because of the property of t Commutation Ticket at 25 per cent, discount, between pany points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between at points, at \$5250 each, for tampiles and tirms.

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

Clersymen residing on the line of the road will be

Ciergymen residing on the line of the road will be furnished with cards, enthing themselves and wives to tickets at hal fare.

Exemples lickets from Philadelphia to principal stations, good for Sain day, Sunday, and Monday, at reduced fare, to be had only at the Ticket Odics, at Thirteenth and Callownill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Bread and Willow streets.

Freight Trains leave Philadelphia daily at 5°36 A. M., 12°45 noon, and 6 F. M., for Reading, Leosaron, Harlsburg, Pottaville, Port Chinton, and all points Harrisburg, Pottaville, Fort Clinton, and all points beyond,
Alathactose at the Philadelphia Post Office for all
places on the road and his branches at 5 A. M., and
for the principal stations only at 2 to P. M.
BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Deput.
Orders can be left at No. 235 s. Fourth street, or at the
Deput, Thirteenth and Callowhill streets.

DENESTLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1868. The trains of the Pennsylvania Central Rail-cad leave the Jeput, at THERTY-FIRST and Mark EF Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets, thirty minutes before its ceparture. The Che put and Walnut streets cars run wishin one square of the Depot.
On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the de-

she ping Car Tickers 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 boggage at the depot. Orders left at No. 20 Oreenst attent, or No. 116 Market screet, will receive attention. TRAINS LLAVE DEPOT, VIZ:-

Market streets. ARRIVE AT DEPOT, VIZ.

DHILADELPHIA, GEBMANTOWN, AND ROBRISTOWN RAILROAD TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphilade, 7, 8, 998, 16, 11, 12 A. M., 1, 2, 35, 32, 4, 5, 53, 610, 78 8, 10, 11, 12 P. M.
Leave German town 6, 7, 75, 6, 8 20, 9, 10, 11, 12 A. M., 1 2, 3 4, 4% 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8 2 Down Train, and 33, and 53, Up Trains will not along on the Gerbeautowa Branch.

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 11 05 A. M. 1%, 3, 5, 5%, 6%, 806 and 11% P. M. Leave Norristown 540, 7, 7 50, 9, and 11 A. M., 1%, 3,

CET THE BEST-THE HOLY BIBLE-HARD
Ing's Editions-Family, Pulpit and Pocket Bible
in beautiful highes of Turkey Morocco and antique
bindings. A new edition, arranged for photographic
portraits of families.
WM. W. HARDING, Publisher,
UNO. 435 CHESNUT Street below Fourth

RAILROAD LINES.

1868. FOR NEW YORK, THE CAMBEN AND THE AND AMBOY AND PHILADEL PHIA AND TRENTS RELIGIOUS COMPANY LINES, FROM PHILADEL PHIA TO NEW YORK, AND WAY PLACES, FROM WALKUT STREET WHARF, At 5 20 A. M., via Camden and Amboy Accommo-At S.A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... At 330 P. M., via Camden and Jersey City Ex-

At 6 P. M., for Amboy and intermediate stations.
At 5 70 and 8 A. M., 2 and 3 30 P. M., for Freehold.
At 8 and 10 A. M., 2 see and cas P. M. for Treehold.
At 5 30, 8, and 10 A. M., 1, 2, 3, 380, 470, 6 and 11 30
P. M. for Bordentown, Burnington, Beverly, and Delance. Delanco,
Atamand 10 A. M., 1, 2, 3, 5, 90, 4 m, 6, and 11:00 P. M.,
for Florence.
At 5 m and 10 A. M., 1, 8, 4 m, 6, and 11:00 P. M. for
Edgewater, Riverside, Riverruna of Paimyra, 2 P.M.
for Riverida and 3:35 P. M. for Faimyra, 2 P.M.
At 5:30 and 10 A. M., 1, 8, 4:30, 6, and 11:30 P. M. for
In history.

Figh House.
The 1 and 11:20 P. M. Lines leave from Market Street Ferry (upper side).
FIOM KENSINGTON DEPOT.
At 11 A. M. via Kensington and Jersey City, New York Express Line Fare \$3.
At 7 and 11 A. M., 2:20, 3:20, and 5 P. M. for Trenton and Bristol. And at 10:13 A. M. for Bristol.
At 7 and 11 A. M., 2:20, and 5 P. M. for Morrisville and July your.

and Bristol. And at 1013 A. M. for Bristol.
At 7 and 11 A. M. 230, and 5 P. M. for Morrisville
and Taily own.
At 7 and 1015 A. M., 230, and 5 P. M. for Schencas
and Eddington
At 7 and 1015 A. M., 230, 4, 5, and 5 P. M. for Schencas
and Eddington
At 7 and 1015 A. M., 230, 4, 5, and 5 P. M. for Schencas
and Eddington
At 7 and 1015 A. M., 230, 4, 5, and 5 P. M. for Cornwells. Torrisdale, Holmesburg, Takony, Wissinoming Bridesburg, and Frankond and at 8 P. M. for
Holmesburg and intermediate stations.

FROM WEST PHILADEEPPILA DEPOT.
At 930 A. M., 130, 630, and 12 P. M. New York Express Lines vis Jersey City, Fare 1235.
At 1 A. M., Emigrant Lines Pare 123
At 1 A. M., Emigrant Lines Pare 123
At 1 A. M., Emigrant Lines Pare 123
At 1 30 A. M., 130, 630, and 12 P. M. for Trenton.
At 230 A. M., 120, 630, and 12 P. M. for Trenton.
At 230 A. M., 150, 630 and 12 P. M. for Histol.
At 12 P. M. (Night), for Borrivelle Tailytown,
Schenck's Eddington, Cornweils, Tarabalaho, Howases
burg, Tacony, Wisshoming, Bridesburg, and Franklote.

For Horse Leaving Explanation Taxon take the Carn

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at a netail, area, 30 minutes before decarture. The sars on Market street Railway ran direct in West Philadelph a Topout Cheanut and Wainer within one square, on Studays the Market cars will run to connect with the 930 A. M. and 6 30 P. M. lines.

BELVIDERE DELAWARE BALLROAD LINES. BELVIDERE DELAWA 4E RAULROAD LINES.

A17-00 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Elmira, Lineca, Overso, Rookester, Binghamton, Oswego, So racose, Great Bend, Montone, Wilkesharra,
Schooley's Mountain etc.

A17-00 A. M. and 230 P. M. for Scranton, Stroudsburg, Water Gap, Belvisere, E. sion, Lambertville,
Flemington, etc. The 230 P. M. Line connects direct
with the Train heaving Easten for Mauch Chunk,
Altentown, Bethiehen, etc.

A15-P. M. for Lambertville and intermediate Stations.

At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERION AND HIGHESTON N SAILHOADS.

From Market St. Forry opportable.)

At 8 A. M., 1, 4 and 8 15 P. M., for Merchantsville, Moorestown Hartford, Massniville, Hainscort, Monet Brolly, Finithville, Ewansville, Vincentown, Birmingham, and Pemberion.

At 1 and 4 P. M., for Lewis wn, Wrightstown, Cookstown, New Expert, Homerscown, Cream Ridge, Imiaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are producted from taging anything as baggage but their wearing appared. All baggage ver fifty pounds to be patt for extra. The Company limit their responsibility for onggage to one deltar per pound, and will not be liable for any amount beyond \$16, except by special contract.

Tickets soid and baggage checked direct through to Bosion, Weresster, Springfield, is arthoo, Nasgara Falis, and Suspension Bribge.

An oscilitonal Ticket Office is located at No. 528 Chesnat street, where Tickets is New York and all important points North and East may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Laggage Express.

LINES FROM NEW YORK FO. PHILADELPHIA. LINES FROM NEW YORK FO PHILADELPHIA.

Will leave fr. m foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jer cy City and Cauden; at 250 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philacel Lia.

From Pier No. 1 North River at 520 A. M. Accommodation, and 2 P. M. Express, via Amboy and Canden.

Willitad H. GATZMER.

6102

CHILADELPHIA, WILMINGTON AND BAL PHILADELPHIA, WILMINGTON AND BAL
TIME RAILROAD.
TIME TABLE,
commencing MONDAY, April 3, 1865. Trains will
leave Depot corner of BROAL Street and WASHINGTON Avenue as follows:

Way-hiali Train at 8 520 A. M. (Sundays excepted)
for Baltimore, stopping at all legions Stations, connecting with Delaware Railroad at Wilmington for
Origoele and Intermediate Similary.

Express Train at 12 00 M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,

Express Train at 12 00 E. (Sandays excepted) for Battimere and Washington attending at Wilmington, Perryville, and Havrede-Grace. Connects at Wilmington with train for New Castle.

Express Train at 220 P. M. (Sandays excepted) for Baltimore and Washington, scopping at Chester, Thurlow, Linwood Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Steamer's Blue, Night Express at 1700 P. M., 15sily) for Eastmore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Kaliroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Cristicid with Fall for Fortress Monroe, Norfolk, Portsmonth, and the South.

Passengers for Fortress Morroe and Norfolk via Baltimore will take the 11:00 P. M. train,

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leav Philadelphia at 11:00 a. M., 2:30, 5:00, 7:00,

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11'00 a. M., 2'30, 5'00, 7'00, and 11' o'(dally) P. M. The 5' P. M. Train connects with Delaware Rainroad for Harrington and intermediate stations.

Leave Wilmington 7'00 and 5'10 A. M. (dally), 1'30 4'15 and 1'30 (dally) P. M. The 5' P. M., Train will not stop between Chester and Thiladelphia.

FROM BALITMORE TO THILADELPHIA.

Leave Baltimore 7'25 A. M., Vay-Mall, 9'40 A. M., Express; 2'25 P. M., Express; 8'05 P. M., Express; 8'05 P. M., Express; 8'05 P. M., Express; 8'05 P. M., Express; 1'30 P. M., Express

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

On and after SATURDAY, Joy 4, trains will leave VINE Street Ferry as follows:

Special Excursion. 6-15 A. M. Mali . 7-36 A. M. Mali . 7-36 A. M. Express (brough in we house . 200 P. M. Express (brough in we house . 200 P. M. M. Mantie Accomm. odation. 416 P. M. Returning, leave a lande . 5-18 P. M. Special Excursion. 5-18 P. M.

Atlantic Accomm. odation. 448 P. M.
Special Excursion. 518 P. M.
Mail. 518 P. M.
Freight with passenger car. 1140 A. M.
Express (through in two hours 530 A. M.
Accommodation. 530 A. M.
Junction Accommodation to Area and intended at sactions, leaves Vice street. 520 P. M.
Beitarning, leaves Arco. 523 A. M.
Haddonfield Accommodation Train leaves
Vine street. 520 P. M.
Leave Haddonfield. 53 A. M. and 2400 P. M.
Leave Haddonfield. 54 M. And 2400 P. M.
Leave Haddonfield. 55 A. M. and 345 P. M. Sunday Mail Train to Atlantic,

PHILADELPHIA AND PRIE BAILROAD.

Through and direct route between Philadelphia, Battimore, Barrisburg, Williamsport, to the Northwest, and the Great Oil Region of Penmsylvania, FLEGANT SLEFFFING OA the on all dight Trains. On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Eric Railroad will run as follows: follows:-WESTWAND.

AUCTION SALES.

M HOMAS & SONS, NOS. 139 AND 141

VIETOR HOUSEHOLD FURNITURE, FINE VIEVET, WILTON, BRUSSES, AND OTHER CARPETS, HAIR MATCRESSES, CHANDE CARPETS HAIR MATTRESSES, CHARDED LIERS, ETC.
On Torsday Morning
July 21, at 10 o'clock at Lo, 128 Walnut street, by catalogue the superior horsehold furniture, complishing one duling room, coder ay amore, and other chamber luminure (including clemant cedar ward-rice, hedatian cit.), the velver witton Brussels, and other excepts; five hair mattresses chandeliors, reflectators, kitchen refrigerators, kitchen fulsiture, etc.

SALE OF REAL FSTATE, STOCKS, ETC.
On Turaday Next
July 21, at 12 o'clock, note, at the Philadelphia Ex-Executors Sale Estate of JAMES GALBRAITH, Three-story Brick Tavern and Dwelling, No. 3 Callew nill street.
Same Fraise-S Brick Dwellings No. 149 Dana street.
Same Fraise-S Brick Dwellings No. 149 Dana street.
Same Estate-S Brick Dwelling No. 141 Dana street.
Same Estate-Frame Dwelling Peggstreet, between
New Market and Front.
Same Estate-E Three-story Brick Dwellings, New
Market street, between Nobes and Pegg.
I ame Instate-Lot, Second street, south of Hunting-

Fame Pstate—Lot, Record arrest, south of Huntingdon.

Same Katate—Lot, Lethigh avenue.

2 Three-story brick Dweblings Nos. 508 and 610 S.

Elistenth street, below S. 115.

Modern Three-story Brick Dwebling. No. 520 South
Tenth street, below La mbard.

Modern Three-story Brick Dwebling and stable No.

1010 Mt. Vernon street 58 teet, from C.

Modern Force-story Brick Residence, No. 2150 Green

Street, 40 feet fromt.

2 sh res Konsington National Bank.

7 scarce Consolidation National Bank.

6 share Forcers and Mechanics National Bank.

12 shares Northern Liberthia Gas Co.

100 shares Union Mining and Smelling Co. N. C.

150 shares Coreen and Costes Screets Passenger Raffway Co.

Tallatores now years.

Catalognes now ready.

MARTIN BROTHERS, AUCTIONEERS,-VI. (I amig Falesmen for at Thomas & Sons.) No. 529 CH ESNUT St., rear entrance from Minor.

Sale at No. 314 North Second street.

HANDSOME WALNUT HOUSEHOLD FURNITUEE, FINE BRUSSELS AND INGRAIN CARPETS, CHINA AND GLASSWARE, Etc.

On wednesday Morning.

July 22d, at 10 o'clock, at No. 914 North Second street above copiar street, by outsingue, the emilre nandernie wainut household furniture, parlor sult, covered with hair cloth; chamber sult, wardrobo, extension table, handsome Brussels and other carpets, China and glassware, refrigerator, khonen hisnells, etc.

pers. Chica and glassware, relative to the person of the p C. D. Mocles & Co. (SUCCESSORS TO

C. McClelland & Co.), Auctioneers, No. 506 MAR. KET Street,

KET Street.

8ALE OF 900 CASES BOOTS, SHOES, BROGANS, FTC.
On Thorsday more ing.
July 28 at 10 octobes we will sell by Catalogue, for cash, 900 cases Man's, Boys', and Youth's Boots, Shoes, Brogans, Balmorals, etc. Also, a general assortment of Women's, Misses, and Children's war.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION & ENCHANTS, No. 1110
OHEBNUT Street; rear entrance No. 1107 Seminor et. L IPPINCOTT, SON & CO., AUCTIONEERS.

BUNTING, DURBOROW & CO., AUCTIONA BEERS, Nos. 232 and 234 MARKET Street, COR. Ber of Bank street. Successors to John B. Myers & Co.

STOVES, RANGES, ETC.

NOTICE,—THE UNDERSIGNED

would call attention of the public to his

NEW GOLDEN BAGLE FURNACE.

This is an entirely new heater. It is so constructed as to at olde commend itself to general favor, being a combination of wrought and cast from It is very simple in its construction, and is perfectly airright; self cleanter, having no pipes or drums to be taken out and cleaned. It is so arranged with apright flues as to produce a larger amount of heat from the same weight of soal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at ouce demonstrate that it is the only Rot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparating would do well to call and examine the Golden Eagle, CHARLES WILLIAMS.

Nos. 1132 and 1134 MARKET Street.

A large assortment of Cooking Ranges, Fire-board stoves, Low Down Grates, Ven. llators, etc., always on hand.

N. E. Jobbing of all kinds promptly done. 5 10? NOTICE .- THE UNDERSIGNED

on hand. N. B.-Jobbing of all kinds promptly done. 5 10

THOMPSON'S LONDON KITCHENER, OR EURO EAN RANGE, for Families, OR EURO EAN BANGE, for Families Horels, or Pablic Hashatton, Philadelphia PIFFER ENT SIZES, Also, Philadelphia Ranges, Hot Air Furosces, Portable Heaters, Low-down Grates, Pireboard Stoves, Bath Bollers, Stew-hole Plates, Bollers, Cooking Stoves, etc., wholesale and retail, by the manufacturers
SHARPE & THOMSON. 1 27 atn th 6m No 28 N. SECOND Street.

RAILROAD LINES.

DALTIMORE AND OHIO RAILROAD.—
Trains between WASHINGTON AND BACTIMORE and WASHINGTON AND THE WEST are
now robe asionows, viz.—
FOR HALLTIMORE,
Leave daily, except sunday, at 7:00, 7:45, and 12:30 P,
M., and 2:00, and 4:30 and 8:43 P, M.
POR ALL WAY STATIONS,
Leave daily, except Sunday, at 7:00 A, M., and 2:00
and 8:45 P, M.
FOR WAY STATION SOUTH OF ANNAPOLIS
JUNCTION.
Leave at 6:15 and 7:00 A, M., and at 2:00 and 4:35
P, M.

Leave at 615 and 7 00 A. M., and at 2 00 and 4 35 P. M.

FOR ANNAPOLIS.

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

ON SUNDAY.

FOR BALLIMORE.

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

FOR ALL PARTS OF THE WEST.

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

FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 7 45 A.

M., 4 30 and 8 45 P. M.

On Saturday at 7 40 A. M., and 2 30 P. M.

On Saturday at 7 40 A. M., and 2 30 P. M.

On Saturday at 7 40 A. M., and 2 30 P. M.

On Sanuay at 4 50 and 8 45 P. M., only, connecting at Relay Station with trains from Baltimore to Wheeling Purkersburg, etc.

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

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

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

2 25 1 GEORGE S. KOONTZ, Agent, Washington,

REIGHT LINES FOR NEW YORK AND

TREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH as a EAST, and for all Stations on Camden and Amboy and Connecting ballroads, from Wainut street wharf.

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

For Treaton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidero Rail-roads, forwarded at 25 P. M.

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

Freight received from 7 A. M. to 5 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each 1: ad of goods.

WALTER FREEMAN, Agent,
Philadelphia.

COAL.

B. MIDDLETON & CO., DEALERS IN COAL. Kept diyunder cover. Prepared expressly for family use. Yard, No. 1225 WASHINGTON AVENUE Office No. 514 WALNUT Street.

CEORGE PLOWMAN. CARPENTER AND BUILDER.

REMOVED To No. 134 DOCK Street.

PHILADELPHIA JOHN CRUMP. CARPENTER AND BUILDER,

SHOPS: NO. 213 LODGE STREET, AN NO. 1783 CHESNUT STREET,

PHILADELPHIA COTTON AND FLAX. SAIL DUCK AND CANVAS. Tent, Awning, Trunk, and Wagon Cover Duck,
Also Faper Manufacturern' Drior Felia from one to
several lest wide; Panil g. Belling Sall Twine, etc.
JOHN W. EVERMAN & CO.,
No. 168 JONES' Allay

U NION PASTE AND SIZING COMPANY. DATON PASTE AND SIZING COMPANY Paper-bangers, Shoemakers, Pocket-book Makers, Bu I Posters, etc. It will not your. Is cheap and always ready for use. Refer to J. B. Lippencout & Co., Davar cady for use. Refer to J. B. Lippencout & Co., Davar de Keller, William Mann, Philadelphia "Inquirer" to Exclusive Pros., American Tract Society, and other Bole agents, No. 420 COMMERCE Street,