CARDINAL D'ANDREA.

A curious paper on the case of the late Cardinal D'Andrea, signed "Henry Wretord," ap-pears in the new number of Macmil an's Maga-

"For some reason or other D'Andrea never played any remarkable part in public, though he represented the Papai Court. I believe, in witzerland, and filled various other offices. But his Eminence was a man of liberal and cuttivated views, and that fact, as it was a bar to all progress in the later times of Pius IX, insured im the suspicion, opposition, and hatred of the Ultramontane element in the Court of Rome, The bitter animus which was entercained toward him displayed itself in a series of annoyances, but manife ted itself more strongly when, in declining health, he requested permis-sion in 1864 to leave Rone, and seek the benefit of his native air in Naples. It was the faction among some to represent the Cardinal as a mad man. "E. Pazzo," said Monsignore -----, then a trusted minister of Pius IX, to me one day. Monsignore ----- was, I believe, as honest as the sun, but being at the head of the Ultramontane party, he could imagine no other solution of the liberalism of His Eminence. Others of a more mallenaut, and perhaps of a less honest type, painted him in yet darkerEcharacters, and o opportunity of thwaring and annoying him. Until, therefore, he lett Rome in 1865 without the permission of the Pope, the treatment which he received consisted of little aun syances, rather than of official and public hostile acts. Enjoying as I did for a long time the intimacy and friendship of Cartinal D'Andrea, I will note some of these circumstances, first, however, giving a report of his visit to Naples, and his manuer of life in that city. It was in the year 1865 that under medical advice he left Rome for hs native place, contrary, indeed, to the wishes and directions of the Pope, who, as he is infailible in all spiritual matters, assumed that he is equally so in all medical questions. Much was said at the time of his having left Rome landestinely; his departure was represented by his chemies as a flight, yet he always maintained that nothing could have been done more openly, and indeed most people would consider that the publicity of a railway left nothing to desire Immediately after his arrival he consulted the most emisent physicians of the place, both Italian and English, and as , have the certificates which they drew up. I cau't bear testimony to the fact that they condrmed the opinion of other medical men as to the infir-mity of his bealth, and the n cessity of a change of air. 'I have resolver,' he often said to me, 'that my life shall be so open as to be above suspicion,' and again, 'though I acknowledge the duty of obedience to the Pontia in all spirit ual matters, yet as regards my health I think it my daty to follow the counsels of my medical man.' Notwithstanding these precautions, how ever, he was subject to continual persecutions and misrepresentations on the part of his enemies in Rome, among whom Cardinal Caterini was the most inveterate. He was charged with a disposition to separate himself from, or to create a schism in the Church of Rome. He was accused, too, of disavowing the temporal supremacy of Plus IX, inasmuch as he paid his respects to the Prince of Fielmont, the hereditary Prince of Italy. As regards the first charge, I can assert that it had no foundation. True, it is that men of all classes and options courted his acquain-tance, and many indulged in dreams which were never encouraged, and never destined to be realized. 'Liberal' priests who were disposed to sacrince the temporal power, and Protestants who were anxious to destroy the asserted spiritual supremacy of the Pope, continually surout ded him, as did also the true sons of his Church. All were received by him with courtesy, but to none did he give the right to say, what so many desired, that he was prepared to leave Kome and place himself at the head of a Free Italian Church. Undoubtedly he desired to cut off many excrescences which he regarded as inju-His great wish was to restore that rious. purity of doctrine and discipline which existed in primitive times, but I never neard him er-press a sentiment of hostility to the spiritual upremacy of the Pope. I believe that his own private conviction was that the true Churca needed not the support of a temporal power, though he never gave the slightest aid to bring about such a result. All that he ever ventured to me as having been of a most excited charac-to suggest to me was the desirableness of con-ter, so much so as to produce evidently alarmto suggest to me was the desirableness of constituting a municipal and lay government for under the macy of the Pope; and he certainly foresaw the time when even this must cease, and all Italy be united under one head. This he believed to be the inevitable course of things; though, as a Cardinal of the Church of Rome, bound by his yows to support the Pope King, he never raised his voice, nor in any way gave his aid to accomplish such an object. He often, however, declared to me in general terms that 'he had always been a friend of a united Italy,' Yet, despite the precautions which he had taken, his prolonged absence from Rome, and his residence in a country the Government of which was hostile to that of the Pope, awakened the bitterest feelings against him, and suggested continual and irritating attacks. He was first deprived of his allowance as a Cardimal, amounting to 600 scual (about £1200) a year. He was then prohibited from exercising his functions as Bishop of Sabina and Abbet of Subtaco, while the funds of his Bishopric and Abbacy were placed in commission. Such treatment awakened great counter-irritation on part of the Cardinal, who, it must be admitted, was of an extremely sensitive temperament, Several letters were addressed by him to the Pope, and published, couched certainly in strong terms. As time passed, and the injustice and crucity with which he was treated became more manifest, his language assumed a severer chafacter; still, in all his writings there was an vid-nt struggle between a sentiment of respect for the Pontif, and of resentment for injuries which cannot be denounced too strongly On several occasions he expressed his willingness to return on condition of his whole conduct being subjected to the test of a legal and eccleaustical examination. He did to shortly before the jete of St. Peter, in 1867, when, on the occa-sion of the canonization of so many saints, the Shutch of Rome made one of those gorgeous displays of magnificence which he who witnessed it, as I did, can never orget. To this and al other such demands, Cardinal D'Andrea assured me he had never received any official answer. "I could not go, therefore,' he added, 'for some such an upplement scene as that occurred between his Holiness and Gardinal Pentini would have taken place, and I might have forgotten miself, and expressed myself in too strong terms. I abstained, there-fore, from presenting myself at the Feast of St. Peter.' The period of six months assigned for his return and unconditional submission would expire in December, 1867, and we had now arrived at the month of November. Fresh certi-ficates, drawn up by Dr. Rammaglus, physician to the ex Rojal family of Naples, and by other eminent men, were shown to me, recommend-ing another winter in his unlive place as essential to his health. The sword of Damocles hung suspended above him. Toward the latter end of November I received an intimation from a trustworthy source in Rome that the Papal fecree against the Cardinal would be shorily published, and I was urged to communicate this fact to him without delay. I did so on the same morning, 'What do you counsel me to do?' he asked. 'Yoar Eminoace is a far better judge of the position than I can be, replied; but if you still acknowledge the autho-rity of the Pope, and mean to continue your relations with the Church of Rome, taking into consideration your yows of obe tience, and the disastrous consequence of disobedience, I think no other course is open to you than that of returning.1 He immediately decided on doing so, and taking a sheet of paper, wrote to the Pope in my presence, giving me the letter to read atterwards. I cannot quote it now word for word, but the sense of it was this, that 'he had recoived to return immediately in proof of his disposition to obey his Holiness, unless the publication of the decree should render it imposi-ble for him to do so,? 'Will you undertake to ble for bim to do so, " will you undertake to have this letter placed in the hands of the Pope? asked the Cardinal, who feared that it might not otherwise arrive at its destination. "I think I can," I replied; 'I will do my best,' and it was dispatched on the same evening to a confidential friend in Home, with a request that be would communicate to me its safe sirival and presentation by teleeraph. This he did, and the Annual was immediately informed of it. At thereafter,

the same time, he told me that, not satisfied with writing to the Pope, he had also sent a telegram to his His Holiness expressing his resolution. This he did in order to anticipate the publication of the decree. On the following day a letter from my friend informed me that the Cardinal's letter had been sent through a foreign official medium to the Vatican, though I think now that it passed through the hands of Cardinal Autonelli, and that the decree had been published two or three hours after the arrival; that is to say, the letter was presented at 230 P. M., and the decree appeared in the official gazette the same evening; Tanlane tra. etc. The case assumes even a worse aspect when it is remeabered that the submission of the Cardinal by telegraph must have been received twenty four hours earlier; time enough existed for deliberstion, and this interval, instead of giving birth to sentiments of Christian charity and forgive-ness, was occupied, on the contrary, in completing that system of persecution which had

been so long practiced against his Eminence. The publication of the decree, notwithstand. ing his declaration to the Pope that it might render his return impossible, did not, however, ultimately affect the resolution of the Cardinal, though, for a lew days, it gave rise to some hesitation. 'What shall I do? What is in reserve for ne?' were questions which he fre-quently asked. 'Do you think they will procred to extremities with me, or shut me up?" Evidently great apprehension existed in his mind as to the reception he would meet with, and the conduct that would be observed towards him; and such was his dominant feeling up to the last moment before he left for Rome. He ireaded also the possibility of his being compelled to sign some form of recantation which his conscience would not approve. I will never do so,' he often and energetically said to me; 'besides, I have nothing to recant -I have never nd or done anything against the Church; if I have anything to regret it is the having expressed myself in strong terms in writing to his Holness, but my provocation was great. I was justified in doing so. No. 1 will never sign any recantation.' Your Eminence,' I ventured to interpose, 'will no longer be Cardinal D'Andre-a when you arrive in Rome. You will then be surrounded by influences which you will not have the strength to resist.' Thus much I have written from my own knowledge; as to that which befell his Eminence on his retarn to Rome I can speak only on the authority of others-well-informed and trusty persons, how-ever, be it said. One of the pist efforts of his enemies was to procure his signature to a recantation of all he had written, but this he indignantly Another person was employed to rejected. effect the object, and a more modified form of recantation was presented to him, which he finally signed, it being understood that as a condition he should be restored to his bishopric and abbacy. This was never done. I will not dwell on statements which I have not the means of verifying as to how Cardinal D'Andrea was confined to his house for some time after his arrival in Rome-watched by spies in his antechamber-and for a long interval refused an audience of the Pope; these things were gener-ally alleged; but it is undoubtedly true that the system of treatment adopted towards him was system of freatment anopted towards influences one of optensive and vexatious cruelty. Under such influences, and removed from the restora-tive air at the Mediterranean, it is not surprising His that he gradually sickened more and more. His physicians recommended change, and that to Naples; but the self-constituted physician of body as well as of the soul would not permit it. 'I am dying,' said the Cardmal to his friends. 'I want tresh air, the air of Naples, but they will not let me have it.' And so he impered on, week after week, until the public feeting was irritated by the inhumanity which was practiced towards him. To counteract this feeling, I was informed by one who was in a position to know, a communique had been sent to, I believe, the Guornale al Roma, saying that the Liberals had been spreading false reports as to the state of Cardinal D'Andrea's health, that he was Cardinal D'Andrea's health, that he was well, and had been seen by many taking his drive. This article was never published, for death stepped in to contradict its assertions, and there was only there withoraw it. I was in forme while this time to withoraw it. I was in Rome while this victim of a heartless persecution lay yet unburied, and from those who were cognizant of them. I received the following defails:-On the 12th of May be sought and obtained an au-dience of the Pope; the interview was described ing effects on the Cardinal. At the close of the audience, his Eminence returned to his own house in a state of intense excitement, and passed a great pottion of the night in writing to the Pope. Of the details of that letter I heard nothing, but it is probable that a subject which forn ed a part of the conversation of the preceding day, the withholding from him episcupal rights, was introduced; be that as it may, the letter was reported to have been most severe in its character, and such as Popes rarely receive. It was sent to the Vatican on the morning of the 14th of May, and at midday the Cardinal went out for a drive. The carriage was proceeding by that long road which leads from St. Maria Maggiore to S. Giovanni di Laterano, when the coscimun felt the checkstring pulled, and turning round he perceived that his master was ill. Rapidly he drove him home; physicians were sent for immediately, but it was evident that the last scene of the melaucholy tragedy was about to be enacted. A confessor was called in, and before the day had closed, while performing the relgious offices prescribed by the Roman Church, Cardinal D'Audrea ceased to breathe. In Rome, as elswhere in Italy, reports were rife of 'poison.' Such modes of accounting for sudden death in that country are by no means uncommon, but in the present instance there is no necessity for having recourse to such a solution of an apparent mystery, when another and a much easier one is ready at hand. In the same chamber in which the body lay was found a passport or permit to visit borrento, and afterwards Aix. Alas, it came too late. A cruel policy withheld it until it was useless, and until he was summoned before the high power in the presence of which regal and papal growns are humbled in the cust. A rost-mortem examination of the body of the victim has certified that the Cardinal died of tubercular phthisis and angina pec-oris, thus in a few words summing up and certifying a ong series of cruelties. His Eminence left behird him a quantity of valuable old plate, a library of 11,000 volumes, and a mass of manuscripts, which have all been selzed. What his opinions were on religion and political matters the world will, therefore, never know."

RAILROAD LINES,

NORTH PENNSYLVANIA RAILBOAD.-IN THE MIDDLE ROUTE.-Shortest and most ourect line to Bethiepern, Easton, Allentown, Manch Chunk, Hazieton, Wistle Haven, Wilkeebarre, Ma hanoy City, Mouni Carnel, Pitston, Scranton, Carbon-dale, and all the points in the Lehigh and Wyoming

daie, and all the points in the Lehigh and Wyoming Cosi Region. Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets. SUMMER ARRANGEMENT-ELEVEN DAILY RAINS-ON and after MONDAY, May 21, 1885, Passenger Trains leave the New Depot, curnar of BERKS and AMERICAN streets, daily (Sundays ex

At 645 A. M .- Accommodation for Fort Wash-

 Ington.
 At 746 A. M.- Morning Express for Bethlehem and Principal Stations on North Pennsylvania stallroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susaquehama Ballroads for Resson, Al-tentown, Cataesaquis, Elatington, Mauch Chunk Wentherly, Jeanesville, Haslehn, Mauch Chunk and Woming Valleys, also in Connection with Lehigh and Mahenoy Kallroad for Manaaoy City; and with Caiswissa Rafiroad for Manaaoy City; and with Caiswissa Rafiroad for Manaaoy City; and Willam point Arrive at Mananoy City; and P.M. Passengers by this Irain cao take the Lehign valley Train, passing Berlitchem at 1155 A. M. for Easton, and points on New Jersey Central Railroad to New Yorz.
 At 845 A. M.-Accommodation for Doylestown, willow Grove, Hastoro' and Hartsville, by this train take Stage at Old York Road.
 At 1970 A. M. -Accommodation for Port Washing-ton, stopping at all intermediate Stations.
 At 1970 A. M. -Accommodation for Port Washing-ton, stopping at all intermediate Stations.
 At 1970 A. M. -Accommodation for Port Washing-ton, stopping at all intermediate Stations.
 At 1970 A. M. -Accommodation for Jooylestown, Schenandoan, M. Carmel, Pittston and Scrauton, and all notics in Mahanoy and Wooming Coal Ragions.
 At 235 P. M. -Accommodation for Jooylestown, stopping at all Intermediate Stations.
 At 235 P. M. -Accommodation for Jooylestown, stopping at all Intermediate Stations.
 At 235 P. M. -Accommodation for Jooylestown, stopping at all Intermediate station.
 At 235 P. M. -Accommodation for Jooylestown, stopping at all Intermediate station.
 At 245 P. M. -Accommodation for Jooylestown, stopping at all Intermediate station.
 At 185 P. M. -Accommodation for Doylestown, witkest ALT 46 A. M.-Morning Express for Bethlehem and

town to North Wales. At 415 P. M.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Wathoro, and Hartsville take stage at Abingtor; for New Hope at Doylestown. At 500 P. M. - Through accommodiation for iscalle-bom and all stations on main line of North Pennsyl-vania Raitrond connecting at Rethielem with Le-Wania Ealiroad, counceting at Bethiehen with Le-high Valley Lehigh and Susquehanna Evening Train for Eastern Allenie wn Mauch Uhunk. At 6 20 P. M.-Accommonstild for Lansdale, stop-ping at all Intermediate stations. At 11/20 P. M.-Accommodation for Fort Washing-top.

ton

TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA. From Beihlehem at 900 and 1105 A. M., 200 and 850 P. M. 1105 A. M. and 200 P.M. Trains makes direct connec-tion with Lehigh Valley and Lehigh and Susquehanus trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton, Wilkesbarre, Mahony City, and Hazieton. Passengers leaving Wilkesbarre at 1.45 P. M. connect at Eethlehem at 505 P. M., and arrive in Philadelphila at 550 P. M. From Doyleatown at 525 A. M., 500 and 700 P. M. From Lansdale at 730 A. M. From Fort Washington at 930, 1045 A. M. and 21 P. M.

Prom Fore wannington at 950 to 2. At at an only P. M. ON SUNDAYS. Philadelphia for Bethlehem at 950 A. M. Philadelphia for Doylestown at 200 P. M. Doylestown for Philadelphia at 700 A. M. Bethlehem for Philadelphia at 430 P. M. Fifth and Sixth Streets Passenger Cars convey pa sengers to and from the new depot. White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot.

depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare. ELLITS CLARE, Agent. Tickets sold and Baggage checked through to prin cipal points, at Mano's-North Pennsylvania Baggage Express Office, No. 105 S. FIFTH street.

WEST CHESTER AND PHILADELPHIA -On and after MONDAY, April 18, 1868, Trains will leave as follows:-

Phindelphia from the Depot, THIRTY-

Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT streets, 7 ib A. M., 11 A. M., 230 P. M., (53 P. M., 430 P. M., 7 P. M., 11 P. M. Leave West Chester for Philadelphia, from Depot on east Market street, at 615 A. M., 715 A. M., 736 A. M., 1035 A. M., 155 P. M., 470 P. M. On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 530 P. M. Trains leaving West Chester at 730 A. M., and leaving Philadelphia st 450 P. M., will stop at E. 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., and going West will take train leaving Philadelphia at 500 P. M., and transfer at E. C. Junc-tion.

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

Carle of Solid Hills connect with Carle Hain (1961) is arrival.
ON SUNDAYS,
Leave Philadelphia at 800 A. M. and 200 P. M.
Leave West Chester at 743 A. M. and 500 P. M.
Trains lesving Philadelphia at 715 A. M. and 455 P. M., and teaving West Chester at 730 A. M. and 456 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. Philadelphia, April 1st, 1868. 4 102

BAILROAD LINES

READING BAILROAD.-GREAT TRUNK READING BAILROAD.-GREAT TRUND Fennsylvania, the Schupikul, Susquehanna, Cum-berland, and Wyoming Valleys, the North, North-west, and the Canadas. Summer Arrangement of Passenger Trains, Monday, May 4, 1866, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:-MORNING ACCOMMODATIONS.-At 750 A. M., for Reading and all intermediate stations, and Allen-town.

berkending and all intermediate stations, and Allentown.
 Betorning, leaves Reading at 630 P. M., arriving in Fhiladelphia at 910 P. M.
 MORNING EXPRESS.—At 815 A. M., for Reading Lebanon, Harrisburg, Pottsvilla, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, York, Carlsie, Chambersburg, Hagerniown, etc.
 The 730 train connects at Reading with the Fast Pennsylvania Railroad trains for Allennown, etc., and the 8716 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Allennown, etc., and the 8716 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Emira, etc.; Rt Harrisburg with Northern Central, Comber and Valley, End Schuykelli and Susquehanns trains for Northumberland, Williamsport, York, Chamberberburg, Pinegrove, etc., arrow R. Allennown, etc., arrow Northumberland, Williamsport, York, Chamberbourg, Pinegrove, etc., arrow Northumberland, Williamsport, York, Chamberberburg, Pinegrove, etc., arrow Northumberland, Williamsport, York, Chamberberburg, Northern Central, Connecting with Heading Pottsville Harrisburg, etc., arrow N. A. (COMMODATION, -Leaves Pottstown at 648 A. M., stopping at Intermediate stationary in 848 A. M., stopping at Intermediate stationary in Philadelphia at 42 P. M., arrives in Pottsiown at 628 P. M.

RFADING ACCOMMODATION-Leaves Reading

RFADING ACCOMMODATION-Leaves Reading at 750 A. M., stopping at all way stations; arrives in Philadelphia at 0 15 A. M.
Beturning, leaves Philadelphia at 5/15 P. M.; arrives in Reading at 800 P. M.
Trains for Philadelphia is ave Harrisburg at 5/10 A. M., and Poileville at 8/35 A. M., arriving in Philadelphia at 1 P. M.
Trains for Philadelphia is ave Harrisburg at 5/10 A. M., and Poileville at 8/35 A. M., arriving in Philadelphia at 1 P. M.
Atternoon trained leave Harrisburg at 7/15 A. M., and Poileville at 2/46 P. M.; arriving at Philadelphia at 6/45 P. M.
Harrisburg accommodation leaves Reading at 7/15 A. M., and Barrisburg at 4/10 P. M. Connecting at 8/36 P. M. arriving in Philadelphia at 9/10 P. M.
Marke train, with a Passenger car attached, leaves Philadelphia at 12/45 noon for Poileville and all Way stations: leaves Poilts at 12/45 noon for Poileville at 8/40 P. M.
Marke train leave Poiltsville at 7. M. for Philadelphia at 12/45 noon for Poileville at 5/0 A. M., and Philadelphia at 5/10 P. M.
Marke train leave roticille at 8/40 A. M., and Philadelphia at 12/45 noon for Poileville at 7. M.

M. UHESTER VALLEY RAUROAD .- Passengers

P. M. B. SWA, Brit restricting real Restrictions as the UtleSTER VALLEY RATLROAD.-Passengers for Lownit grown and interm ediate points take the 750 A. M. 1245 and 450 P. M. trains from Philadelphia returning from Downingtown at 650 A. M., 199, and 545 P. M.
FERKIOZIEN RAILROAD.-Passengers for Collegeville take 7.50 A. M. and 430 P. M. trains from Philadelphia, returning from Collegeville at 700 A. M., and 430 P. M. trains from Philadelphia, returning from Collegeville at 700 A. M. and 430 P. M. trains from Philadelphia, returning from Collegeville at 700 A. M. and 130 P. M. Stage lines for various points in Perkionen Valler connect with trains at Collegeville, AND THE, WEST.-Leaves New York at 9 A. M., 500 and 800 P. M., passing Peesling at 1 A. M., 180 and 1010 P. M. and connect as Harrisburg with Pennsylvania and Northern Central Ratiroad Express Trains for Pittsburg, Chickgo, William port, Emira, Baltimore, etc. Returning, Express Train leaves Harrisburg, on strival of Penns, ivania Express from Pi tsburg, at 3 and 525 A. M. 935 P. M. Sneeping Casts companying these trains through between Jersey City and Pittsburg, without change.
Malt train for New York Lawyes Harrisburg at 810 A. M., and 205 P. M. Malt train tor Harrisburg at 810 A. M. and 205 P. M. Malt train tor Harrisburg at 810 A. M. and 205 P. M. Malt train tor Harrisburg leaves New York at 20 Non.

leave Poitsville at 6'80, 11'06 A. M., and 7'15, P. M., re-turning from Tamaqua at 7'35 A. M. and 1'40 and 4'85 P. M.

P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.-Trains leave Auburn at 755 A. M. for Pine-grove and Harrisburg, and at 1245 P. M. for Pine-grove and Trement: returning from Harrisburg at 555 P. M., and from Trement at 740 A. M., and 555 P. M. TICKETS.-Through first-class tickets and emi-trant tickets to all the principal points in the North

grant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Beading

and laterniediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Politiciown Accommodation Trains, at reduced

rates, Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Polystown Accommodation Trains at

duced rales. The following tickets are obtainable only at the The following lickets are obtainable only at the Office of S. Bradford, Treasurer, No. 247 S. Fourth street, Philadelphia, or G. A. Nicholla, General Super-intendent, Reading. Commutation Ticket at 25 per cent. discount, be-tween any points desired, for families and firms. Mileage Tickets, good for 2000 miles, belween al points, at 55250 each, for families and firms. Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates.

months, for holden only, to all points at reduced rates. Clergymen residing on the line of the road will be for usined with cards, enthing themselves and wives to tickets at ball fare. Excursion tickets from Philsdelphis to principal stations, good for Saturday, Sunday, and Monday, at reduced vare, to be had only at the Ticket Chics, ab Thirteenth and Callowhill streets. FRT1GHT.-Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Bread and Willow streets. Frenght Trains leave Philadelphis day at sta 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebanon, Harisburg, Pottsville, Port Clinton, and all points beyond.

tone at the Philadelphia Post Office for all

BAILROAD LINES.

1868.-FOR NEW YORE.-THE CAMDEN AND TRENTON RAILBOAD COMPANY LINES, FROM PHHADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, WHARF, At 5 30 A. M., via Camden and Amboy Accommo-dation

At 5 A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express., 300 At 3 30 P. M., via Camden and Jersey City Ex-

At 5 P. M., for Amboy and intermediate stations. At 5 80 and 8 A. M., 2 and 3 30 P. M., for Freebold. At 8 and 10 A. M., 2 376 and 4 30 P. M. for Freebold. At 8 and 10 A. M., 8 376 and 4 30 P. M. for Trenton. At 5 30, 6, and 10 A. M., 1, 2 3 530, 4 30, 6 and 11 50 P. M. for Bordentown, Burlington, Beverly, and Dolume.

F. M. for Bordentown, Burington, Beverly, and Delanco, At 5:20 and 10 A, M. 1, 2, 3, 3 30, 4:30, 6, and 11:30 P. M., for Florence. At 5 30 and 10 A. M., 1, 3, 4'30, 6, and 11'30 P. M. for Edgewater, Riverside, Riverton, and Paimyrs, 2 P.M., for Riverton and 3'30 P. M. for Falmyrs, At 5'30 and 10 A. M., 1, 3, 4'30, 6, and 11'30 P. M. for Fish House. The 1 and 11'30 P. M. Lines leave from Market Street Forry (upper side).

The 1 and How F. M. Information The Street Ferry (upper side). Bireet Ferry (upper side). At 11 A. M., via Kennington and Jersey City, New York Express Line Fare 83. At7 and 11 A. M., 230, 320, and 5 P. M. for Trenton and Bristol. And at 1015 A. M. for Bristol. At7 and 11 A. M., 230, and 5 P. M. for Morrisville and Taily10WD. and 10'15 A. M., 2'30, and 5 P. M. for Schencas

At 7 and india A. M., 2730, and 5 P. M. for Schencks and Eddington At 7 and india A. M., 2780, 4, 5, and 6 P. M. for Corm-wells, Torrisdale, Hoimesburg, Tacony, Wissino-ming, Bridesburg, and Frankford, and at 8 P. M. for Holmeaburg and Intermediate stations. YROM WEST FILLADELFULA DELPHT, DEPOT, via Connecting Hallway, At 9730 A. M., 180, 530, and 12 P. M. New York Ex-press Lines, via Jerney City, Fare §325, At 1 A. M., Emigrant Lines Fare, §2, The 939 A. M., and 638 P. M. Lines will run daily, All others, Sundays excepted. At 9360 A. M., 1756, 630, and 12 P. M. for Trenton. At 9360 A. M., 1756, 630, and 12 P. M. for Trenton. At 9360 A. M., 1756, 630, and 12 P. M. for Trenton. At 9360 A. M., 1756, 630, and 12 P. M. for Heistol, At 1938 A. M., 1756, 630, and 12 P. M. for Heistol, At 1938 A. M., 1756, 630, and 12 P. M. for Heistol, At 1938 A. M., 1956, 630, and 12 P. M. for Heistol, At 1938 A. M., 1956, 630, and 12 P. M. for Heistol, At 1938 A. M., 1956, 630, and 12 P. M. for Heistol, At 1938 A. M., 1956, 630, and 12 P. M. for Heistol, At 1938 A. M., 1956, 530, and 12 P. M. for Heistol, At 1938 A. M., 1956, 530, and 12 P. M. for Heistol, At 1938 A. M., 1956, 530, and 12 P. M. for Heistol, At 1938 A. M., 1956, 530, and 12 P. M. for Heistol, At 1938 A. M., 1956, 530, and 12 P. M. for Heistol, At 1938 A. M., 1956, 530, and 12 P. M. for Heistol, At 1938 A. M., 1956, 530, and 12 P. M. for Heistol, At 1938 A. M. (Night), for Morrisville, Tullytown, Schenek's, Eddington, Cornwells, Torrisdale, Holmes burg, Tacony, Wissinoming, Bridenburg, and Frank-lord,

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at thesanitatreet, 30 miluites before detarture. The cars on Market street Baliway ran direct to West Philadelph a Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will ran to connect with the 950 A. M. and 6 50 P. M. lines.

EELVIDERE DELAWARE RAILROAD LINES. From Kensington Depos. At 7.00 A. M. for Nisgara Fails, Buifalo, Dunkirk, Elmira, libaca, Oweco, Rochester, Binghamion, Os-wego, Syracase, Great Bend, Montrose, Wilkesbarre, Schoeley's Mountain. etc. At 7 00 A. M and 3730 P. M. for Scranton, Stronds-burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 230 P. M. Line concects direct with the Train leaving Easton for Mauch Chunk, Alentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-tions.

NOTICE.-THE UNDERSIGNED MOTICE.-THE UNDERSIGNED Memory call attention of the public to his NEW GOLDEN EAGLE FURNACE. This is an autirely new heater. It is so com-structed as to a tone commend isselit or general favor, berg a combination of wrought and cast fron. It is issue weight of coal than any furnace now in use, the stop orduce a larger amount of heat from the same weight of coal than any furnace now in use, the systemet is constitution of the air as produced by my new arrangement of evaporation will at once de-monstrate that it is the only Hot Air Furnace that weight of coal than any furnace now in use, Those in want of a complete Heating Apparatus would cowali to call and examine the Golden Eagle, CHARLES WILLIAMS, Nos. Hits and IISt MARKE Fired, Mindelpha. A large assortment of Cooking Ranges, Fireboard foves, Low Down Grates, Venillators, etc., always on and. N. B.-Dobbag of all kinds promptly done. 5108 CA MDEN AND BUBLINGTON CO., AND PEM-BERION AND HIGHTSTOWN RAILBOADS, From Market St. Ferry (upper side.)
 At S A. M., I. 4. and 6'15 P. M., for Merchantaville, Moorestown Hartford, Masonville, Halasoort, Moant Holly, Smithville, Ewansville, Vincentown, Bir-mirgham, and Pemberton.
 At 1 and 4 P. M., for Lew'stown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharou, and Hightstown.

Imlaystown, Sharon, and Hightstown. Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage ver fifty pounds to be paid for extra. The Company limit their responsibility for oaggage to oue dollar per pound, and will not be liable for any an ount beyond \$100, except by special contract. Tickets sold and baggage checked direct through to Boston, Worcester, Springrield, Harlford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utca, Rome, Syracuse, Kochester, Buffaio, Nilagara Fails, and Suspension Bridge. A actilitonal Ticket Office is located at No. \$25 Chesnat street, where Tickets to 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 hole to destination by Union Transfer Eaggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA, Will leave fr.m foot of Courliand street at 7 A. M., I and 4 P. M., and 12 night via Jer ey City and Cam-den; at 6 to P. M. via Jeney City and Kensington: at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philagelphia

Philadelphia, From Pier No. 1 North River at 5:30 A. M. Accoom-modation, and 2 P. M. Express, via Amboy and Canaden, WILLIAM H. GATZMER, Agent. Agent 6 162

 Agent, Age

AUCTION SALES.

C. B. MCCLFES & CO. (SUCCESSORS TO McClelland & Co.), Auctioneers, No. 506 MAR. RET Street.

SALE OF 900 CASES BOOTS, SHOES, BRO-GANS, ETC. On Thursday morning. July 23, at 10 o'clock, we will sell by Catalogue, for cash, son cases Man's, Bays', and Youth's Boots, Shoes, Brogaus, Balmorais, etc. Also, a general mean internet of Women's, Misser, and Children's Wear.

M. 1HOMAS & SONS, NOS. 139 AND 141 S. FOUNTH Street.

Fale at Nos. 129 and 141 S. Fourth street. Fale at Nos. 129 and 141 S. Fourth street. HAN DSOM & FURNITURE, PIANO-FORTES, FRENCH PLATE MIRRORS, HANDSOME BROSSELS AND OTHER CARPETS, ETG On Themday Morshing. July 23, at 9 of clock, as the anction rooms, by cata-niture, comtrising bandsome wainut parlor and chamber furniture, French plate mirrors, rosewood plano-fortes made by amberg: wainut parlor and chamber furniture, French plate mirrors, rosewood plano-fortes, made by amberg: wainut parlor and chamber furniture, French plate mirrors, rosewood plano-fortes, made by a mader and used ing. fine hair mattresses, China and glassware, deska and office furniture, refrigerators, handsome Brunseis and other carpets, etc. Taylow

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No, 1110 CHESNUT Street: rear entrance No. 1107 Sannom at.

CHESNUT Street: rear entrance NO. 1107 CALDON MA Eale at No. 1110 Obesnut street. SUPERICE HOUSEHOLD FURNITURE. S ROGE. WOOD FLANOS. FRENCH FLATE MANTEL AND PIER GLASSES, BRUSSELS TAPESTRY AND INGRAIN CARPETS, CHINA, ETC. ETC. On Friday Morning. July 25. at the Auction Store, No. 1110 Chesnut street. will be sold, a large assortment of Superior Prew and Secucid-hard Household Furniture, com-prising parlor, chamber, and dhing room suits in oil and varish, with wardrobes to match; also, office tables, book-cases, etc. 722 32

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

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

BUNTING, DUBBOBOW & CO., AUCTION EERS, Nos. 22 and 234 MARKET Street. COP ner of Bank street. Successors to John B. Myers & Con STOVES, RANGES, ETC.

N. B.-Jobbing of all kinds promptly done. 510

THOMPSON'S LONDON KITCHENER,

THOMPSON'S LONDON KITCHENER, OR EUROPEAN RANGE, for Families, Hotels, or Public Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoyes, Bath Boilers, Stew hole Piates, Boilers, Cooking Stoyes, etc., wholesals and retail, by the manufacturers SHARPE & THOMSON, 127 stu them No. 269 N. SECOND Street

RAILROAD LINES.

BALTIMORE AND OHIO BALLROAD. Trains between WASHINGTON AND BALTI-MORE, and WASHINGTON AND THE WEST are

MORE, and WASHINGFON AND THE WEST are now run as follows, viz:-FOR BALTIMORE, Leave daily, except Sunday, at 7:00, 745, and 12:30 P, M., and 2:00, and 4:30 and 8:45 P. M. FOR ALL WAY STATIONS. Leave daily, except Sunday, at 7:00 A. M., and 2:00 nnd 8:45 P. M. FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

JUNCTION. Leave at 615 and 700 A. M., and at 200 and 435

FREIGHT LINES FOR NEW YORK AND

REIGHT LINES FOR NEW YORK AND ALL POINTS NORTH & d EAST, and for all Stations on Camden and Amboy and Connecting hairoads, from Walnut street wharf.
 Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon.
 For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Beividere Rail-roads, forwarded at 2% P. M.
 For New York, at 12, 2%, and 5 P. M.
 Freight received from 7 A. M. to 6 P. M.
 A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every in-stance be tent with each load of goeds.
 WALTER FREEMAN, Agent, No. 226 S. Delaware Avenue, Philadelizhia.

INTERNAL REVENUE.

DRINCIPAL DEPOT

FOR THE SALE OF

United States Revenue Stamps,

NO. SCA CHESSUT STREET.

CENTRAL DEPOT.

NO. 108 SOUTH FIFTH STREET.

gone door below Chennut street).

ESTABLISHED 1862.

Our stock comprises all the denominations printe

ALL ORDERS FILLED ANE FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RE-

Draits on Philadelphia Post Office Orders, Green-

STAMP AGENUY:

NO. 204 CREANUT STREET,

FHILADELPHIA.

Orders received for Stamped Checks, Drafis, Re-celpts, Bill Heads, eic., and the nest rates of commis-sion showed. We have constantly on hand

UNITED STATES POSTAGE STAMPS OF ALL BINDS, AND STAMPED ENVELOPIOS.

CEIFT, a matter of great importance,

The Commission is payable in stamps.

All orders, etc., should be addressed to

by the Government.

NOTICE .- THE UNDERSIGNED

PROPOSALS.

MPROVEMENT OF OGDENSBURG HAR

I MPROVEMENT OF OGDENSBURG HAR-BOR, NEW YORK, Scaled Pr. porals. In duplicate, will be received at this office untuit 2 M. MONDAY, august 10 mess for deepening by dredging the harbor of Ogdensburg. New York so as to give twelve feet of water at the lowest stage, in the following pinces, vin.:--rection J, in the outer bar across the channel into the upper harbor, northeasterly from the lightbolase, where about 13,006 cubic yards of hard sand is esti-mated to require removal. Section 11. Between the bridge, the 'erry wharf and the Rome Railroad depot, where, it is esti-oat d, thout 25,000 cable yards of very hard 'hard-pan.'' with gravel and small boulders, must be taken cut.

cut. Ail the material (which will be measured in the scow) must be durped at least half a mile below the outer bir, in deep water, at a point to be marked. The work must be commenced as soon as possible, and no later than sept. 15 Jacs, continued as long as possible this teason, and completed by the 35th of No-vember 1859. cmb+r. 1569

ders must propose for each section separately, Bidders must propose in each section scena wery, and separate contracts while be made for each. Bits a must be made upon printed blanks, while near be procured at this offices, for similar written ones), which must be properly filled up and signed as judi-cated. All the information phenessed at this office will be given to bidders, but all wishing to contract are requested to examine at Opd nding in their bids, C. E. BLUNT, Lient,-Col. Engineers and Brevet-Col. U. S. A.

U. S. ENGINEER OFFICE, OFWEGO, N. Y., July 14, 1863. 7.16/208

PENNSYLVANIA HOSPITAL.

The attending Managers are:-B. Morris Waln, No. 128 South Delaware avenue. Adoiph E. Borie, No. 153 Dock street. Attending Physician-Dr. J. M. Da Costa, No. 1005 Attending Surgeons-Dr. 4 days

Spruce strict, Attending Surgeons-Dr. Addinell Heweon, No. 135 Footh Filtesonia street, Dr. D. Bayes Agnew, No. 16 North Eleventh street, The Physiciana and Surgeons attend at the Hospi-tal every day (Sundaya excepted), to receive apple cation for auminsion. Tennas seriously follored by accident are always administed if brought to the Hospital immediately becreated.

2 271

FOR CAPE MAY VIA WEST JERSEY RAIL-For CALL AND A STATEMENT AND A

4 00 P. dl. Fast Express, June at 2006 A. M.
6 20 A. M., Morning Mail, due at 2006 A. M.
6 00 A. M. Fast Express, due at 2007 P. M.
5 00 P. M., Cape May Express, due at 322 P. M.
8 Sunday Mail and Passenger train leaves Philadel-phia at 7/15 A. M. Returning leaves Cape Island at 5 10 P. M. Excursion Tickets, 53.
Cape May Freight trains leave Camden daily at 9 20 A. M., and Cape Island at 645 A. M.
Commutation Tickets between Philadelphia and Cape May, at the following raises:— Annual Tickets, 5100 (Quarterly Tickets, 550, for sale at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 828 Chesnus street (under the Combinental Hotel), where orders can also be left for Baggage, which will be orders can also be left for Baggage, which will be called for and checked at restaences by the Union

Transfer Company, WEST JERSEY RAILROAD LINES. WEST JERSEY KALLROAD LINES. For Bridgeton, Salem, Milville, Viuelaud, and In-termed ale stations, st 5'00 A. M. and 3'00 P. M. For Cape May, 9'00 A. M., 3'10 P. M., and 4 P. M. Woodoney Accommodation train at 6'00 P. M. Bridgeton and Salem Freight Train leaves Gamden daily, at 12 (noon) Cummutation Checks between Philadelphia and all stations at reduced rates.

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

DHILADELPHIA AND BALTIMORE CEN DIRILADELLFINA AND DAUMACK ARRANGES MENT.-On and after MONDAY, April 16, 1863, trains will leave the Depot, THIRTY-FIRST and CHES-NUT Streets, West Philaediphia, as follows:-AU715 A. M. and 0:60 P. M., and leave Rising Sun at 515 A. M. and Oxford at 6 A. M., and leave Oxford at 525 P. M.

b) 5 A. M. and Oxford at 6 A. M., and leave Oxford at \$25 P. M.
A. Market Train, with Passenger Oars attached, will rungon TCESDAYS and FRIDAYS, leaving the Rising Son at 11%5 A. M.; Oxford, H'45 A. M.; and Kennett, 1 P. M.; Connecting at West Obester Junction with a train for Philadelphia.
On WHONESDAYS and SATURDAYS Train leaves Philadelphia at 250 P. M.; runa through to Oxford.
The train leaving Philadelphis at 7.15 A. M. connects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Returning leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia.
The gram leaving Philadelphia at 450 P. M., runs to Flaing Sun, Maryiand.
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.
Atom Haough LINE BETWEEN WASHINGTON

THBOUGH LINE BETWEEN WASHINGTON

PHILADELPHIA, AND NEW YORK. Traina between Washington and New York are new run as follows, viz.--FOR NEW YORK, without change of cars.

Leave daily (except Sunday) at 746 A. al., 12:30 and P. M FOR PHILADELPHIA.

Leave daily (except Sunday) at 745 and 1215 P. M., and 450 and 7 P. M. ON SUNDAY. Leave for New York and Philadelphis at 7 P. M.

ELEEPING CARS for New York on 7 P. M. train

ShEEPING CARS for New Fork on Tr. at shard daliy.
 T "rough Tickets to Philadelphia, New York, or hoston, can be had at the station Office at all hours in the day, as well as at the new office it the Bankers' and Brokers' Telegraph Line, No. 34 Pennsylvania avence, between Sixth and Seventh streets
 See Baltmore and Onio Relived advertisement sud schedule between Washington, Baltimore, Acanapolis, and the West, J. L. WILFON, Master of Transportation, L. M. COLE, Central Ticket Agent, 2251 GEO 5, KOONTZ Agent, Washington

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA ESILBOAD to Wilkes-barre. Mahanoy City, Mount Carmel, Centralia, and sil points on Leidgh Valley Railroad and its becomes

all points on Lingh viney and branches. By new arrangements, perfected this day, this road is chabled to give increased despatch to merchandise consigned to the above named points. Goods delivered at the Through Freight Depot, B. E. corner of FRONT and NOdLE Streets, Before 5 P. M., will reach Wilkesbarre, Monat Carmel, Mishanov City, and the other stations in Matanoy and Wyoming valleys before 11 A. M. of the ancoceeding day. [7 2] ELLIS CLARK, Agent.

THE ADAMS EXFRESS COMPANY, OFFICE Packages, Merchandise, Bank Note, and Species, Packages, Merchandise, Bank Note, and Species, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. 2211 JOHN BINGHAM, Superintendent,

Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 213 P. M. BAGGAGE-Dungan's Express will collect Bag-gage for all trains leaving Fhiladelphia Depot, Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD.

DENSISYLVANIA CEATRAL RAILROAD, SUMMER TIME, TAKING EFFECT MAY 11, 1895. The trains of the Pennsylvania Central Railroad Rave the Lepot, at THIRTY-FIRST nou MARKET Streets, which is reached diractly by the Market Street cars the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Walnut Streets cars run winhin one fquare of the Depot. On Sundays-The Market street cars leave Front and Market streets thirty-five minutes before the de-parture of each train. Steeping Car Tickets can be had on application at the Ticket office N. W. corner Ninih and Chesnut streets, and at the depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot, Orders left at No. 901 Chesnut stated, or No. 118 Market street, will receive altention.

TRAINS LEAVE DEPOT, VIZ:-8 00 A. M

 Fast Line
 L:00 M

 Erie Express
 L:00 M

 Pacit Accom. Nos. 2, 3, and 4-1 00, 6 00 and 10 30 P, M.

 Encreater Accommodation
 250 P, M.

 Innerster Accommodation
 400 P, M.

 Farkesburg Train
 530 P, M.

 Cheinard Express
 800 P, M.

 Prie Mall
 115 P, M.

 P. Hacelphia Express
 115 P, M.

 Accommodation
 1130 P, M.

Alt30 P. M. Arie Mail leaves daily, except saturday. Philacelphia Kyress leaves daily. All other trains ally, except Sunday. The Western Accommodiation Train runs daily, ex-sol Sunday. For this train dekets most de pro-preo and begage delivered by 5 % P. M., at No. He hacket streeps.

TRAINS ARRIVE AT DEPOT, VIZ :-

and and a second second

Paoli a commodation, Nos 2 and 3.3 40 and 7 in P. M. Day Express 5 in P. M. Day Express 5 in P. M. For further into mailon apply 16 No. 50 CHESNUT Struct, FE ANCIS FUNK, Ticket Agent, No. 16 MARKET Struct, SAMUEL H. WALLACE, Ticket Agent at the Dopol. The Penneylvash Rahiroad Company will not as-sume any tick for Bagage, exceeding that amount in value will be at the risk of the owner, unless taken by special cortract, FDWARD H. WILLIAMS, 429 General Superintendent, Altoona, Pa,

PHILADELPHIA, GERMANTOWN, AND NO.SKISTOWN RAILROAD TIME TABLE, FOR GERMANTOWN, AND Leave Philedelphia 6, 7, 8, 995, 10, 11, 12 A, M., 1, 9, 35, 35, 4, 5, 55, 610, 7, 8 9, 10, 11, 12 P, M. Leave German town 9, 7, 75, 8, 520, 9, 10, 11, 12 A, M., 1 2, 5 4, 45, 6, 655, 7, 8, 9, 10, 11 P, M. The \$20 Down Train, and 35, and 55 Up Trains will not stop on the Germanouwu Branch.

The 8 2. Down Train, and 35 and 55 Up Trains will not stop on the Germanitown Branch, ON SUNDAYS. Leave Philedophia 95 A. M. 2, 7, 105 P. M. Leave Germanicown 85 A. M. 1, 8, 95 P. M. CHESTNUT HILL BAILHOAD. Leave Philedophia 8, 8, 10, 12, A. M. 2, 35, 55, 7, 9 and 11 P. M. I cave Chestout Hill 716, 8, 940, and 1110 A. M., 140, 140, 540, 640, 840 and 1040 P. M. DN SUNDAYS. Leave Philadelphia 95 A. M. 2 and 7 P. M. Leave Chestout Hill 750 A. M. 1240, 540 and 925 P. M.

¹ M. CONSHOHOCKEN AND NORRISTOWN. Leave Finlad-tphia 6, 75, 9, and 1166 A. M. 15, 8, 56, 856, 656, av6 and 115 P. M. Leave Rightsown 549, 7, 750, 9, and 11 A. M., 15, 8, Leave Rightsown 549, 7, 750, 9, and 11 A. M., 15, 8,

¹³ Leave Norristown 540, 7, 750, 9, and 11 A. M., 1½, 8, 454, 654, and 554 F. M. ON SUNDAYS.
Leave Philadelphia 9 A. M., 230 and 735 F. M. Leave Norristown 7 A. M., 620 and 9 F. M. Leave Philadelphia 6, 754, 9, and 1105 A. ..., 154, 8, 452, 55, 654, 8 05, and 159 F. M. Leave Marayunk 6 10, 755, 820, 934, and 1135 A. M., 2, 855, 6, 6%, and 9 F. M. Leave Philadelphia 9 A. M., 2, 6 and 754 P. M. Leave Philadelphia 9 A. M., 2, 6 and 754 P. M. Leave Philadelphia 9 A. M., 2, 6 and 754 P. M. Leave Marayunk 70, A. M., 6 and 956 P. M. Leave Manayunk 75, A. M., 6 and 956 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

GET THE REST-THE HOLY BIBLE-HARD Ing's Editions-Family, Pulpit and Pocket Bible in beautiful surjee of Turkey Morocco and antique bindings. A new edition, arranged fer photographic bindings. A new edition, arranged for photographi portraits of families, WM. W. HARDING, Publisher, OSO, 255 CHEENUT Street balew Pouris

Fessengers for Fortsmouth, and the South. Fessengers for Fortras Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Cristield will take the 11'00 P. M. train. Will Mixed Stations between Philadelphia and Wilmington.

Wilmington, Leav Philadelphia at 11'00 A. M., 2'30, 5'00, 7'06, and 11'40(daily) P. M. The 5'00 P. M. Train connects with Delaware Railroad for Harrington and Inter-

and 11 Ar(anity) P. M. The 300 F. A. Train connects with Delaware Railroad for Harrington and inter-mediate stations. Leave Wilmington 7:00 and 5:10 A. M. (daily), 1:39 The and 7:30 (daily) P. M. The stat A. M. Train will not stop between Chester and Philadelphia. FROM BALTIMORE TO PHILADELPHIA. Leave Baltimore 7:25 A. M., Way-Mall: 9:40 A. M., Ezpress: 2:25 P. M., Express; 6:35 P. M., Express; 6:56 P. M. FXPress. BUNDAY TRAIN FROM BALTIMORE, Eaves Baltimore at 5:55 P. M., Stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Polladelphia and leave passengers from Washing-ton or Baltimore, and at Chester to leave passengers from Mashington or failimore. Through tickets to all points West, South, South-west, may be procured at the Tuket Olice, No. 822 West, may be procured at the Tuket Olice, No. 822 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purch sing tickets at this office can have their baggage checked at their residence by the Union Transfer Company 483 H. F. KENNEY, Superintendent.

at their residence by the Union Transfer Compan 481 H. F. KENNEY, Superintendent, SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARBANGEMENT. FIVE TRAINS DALLY TO ATLANTIC CITY.

Accommodation

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. 625 CHESNU 4 Street, will call for baggage in any part of the city and suburos, and check to noted or cottage at Atlantic City. Additional ticket offices have been located at No. 625 OHESNUT Street. 7 3 M

DHILADELPHIA AND ERIE BAILBOAD .-

EUMATER TIME TABLE, Through and direct route between Philadelphia, Ealtimore, Harrisburg, Williamsport, to the North-west, and the Great Oil Region of Pennaylvania. FLERIAN FILEEFING GARS on all Night Trains. On and alter MONDAY, May 11, 1888, the trains on the Philadelphia and Eric Railroad will run as follows:-

8 50 P. M
 12 00 noon
 8 50 P. M
 10 05 A. M
 6 25 P. M
 7 45 P. M

 11
 11
 100 A. 5

 Mail Train leaves Erie
 10:15 P. 5

 10
 10:15 P. 5

 11
 11:15 P. 5