NIGHT RAMBLES IN PARIS.

VI—The Halles, Cabarets, and Cremeries—Conclusion.

The Paris Municipality has a prudent habit of extinguishing a considerable number of the street gas-lights at certain specified hours; and thus it was that when we re-entered the city, after a sharp drive through Belleville and La Courtille, a little before 3 o'clock, the streets were equally dark and deserted, save that solitary market carts of one kind or another were travelling towards those gigantic Halles Centrales which open at the hour I have named.

By the light of the gas-lamps we discern in the vicinity hundreds of carts drawn up in file. Piles of baskets of vegetables and sacks of potatoes encumber the pavement, over which rats are careering in scores; groups of sergents de ville are frequent, for the opening of the Halles is the Paris thief's opportunity, and the breakfast after which he is a hungering depends upon his use of it. Every place is occupied, on the hundreds of wooden benches running along the curb, with men on the lookout for a job, while in all the darker angles of the building men are lying on the stone pavement almost in heaps. You approach what appears to be a dark mound, and in the dim light discovers it to be a mere mass of sleeping human beings. "They sleep thus," said our new guide—the man who had accompanied us through the Carrieres de l'Amerique—"because, if they sleep singly, or two or three together, the first sergent-de-ville passing on his rounds would arrest them; but he cannot arrest thirty men, and does not make the attempt. He pretends not to see them."

A little farther on were carts laden with poultry, and with baskets of eggs so heavy that a couple of men stagger beneath them, with baskets containing huge masses of butter covered over with clean white cloths, and smaller pats wrapped round with green leaves. Many of the carters wear sheep-skin coats, spite of the warmth of the weather; others wear peculiar shaped, long great coats, made of some striped rough material; all wear sabots, women carters as well as men. The three-horse railway trucks laden with baskets of fruit and fish and other perishable goods which the companies are bound to deliver within a specified time come rattling up. Carts, too, come driving in from the abattoirs filled with whole sheep and bullocks in portions, and prolong the day's food of the larger part of Paris is spread before us. You may reckon cabbages and lettuces and watercresses by the acre, and all the other vegetables in season on the same grand scale. All is noise, confusion, and bustle, and amidst the general din the clock strikes three, when all the many entrances to the Halles are thrown open, and the real business of the morning commences.

But other places besides the Halles open at three o'clock this morning, and it is these we have come to see—the cabarets, cafes, cremeries, laiteries, crowded round this spot. The moment the clock strikes the hour the doors are thrown invitingly open. The majority are filled by a rush, as it were; the foremost rank, however, not being composed of people belonging to the market, but rather to the scandalous classes eager to spend the few sous which, though insufficient to have obtained them a bed, will yet procure them a "goutte" of their favorite liquor. With the drunken workman it is a point of honor to spend his last sou before going to his day's work; and as he could not get through all his money overnight, he sleeps and lounges round the Halles, where the cabarets open a good two hours earlier than in any other quarter of Paris. It is always some burning liquor that is called for, even though it be in the height of summer,—*eau de feu*, under one or other of its many disguises. In company with our guide we surveyed the insides of half a score of these establishments, each of which has a physiognomy of its own, some special reputation, or certain eccentricities among its own peculiar frequenters. In front of a massive zinc counter, and against the walls there is commonly a narrow wooden bench, on which the tipplers try to snatch their forty winks,—spite of the shouts and oaths with which the place resounds—between the rounds of the police. "It is forbidden to sleep in these cabarets," observes our guide; "you may drink as much as you please in them, but, if you sleep, you run the risk of being furnished with a *lit au violon* at the nearest police post." Some of these cabarets have small rooms in the rear devoted to the use of habitues, men who drink for hours together regularly every day. The close and stifling atmosphere of these little dens seems to give the lie to science, by proving that people can live without so much as a mouthful of fresh air among a dozen. The Café de l'Esperance, in the Rue des Innocents, adjoining the Halles, allows its more favored guests to retire to the cellar when the hour of closing arrives, there to continue their drinking-bouts until the hour for opening comes round again. It is not, however, a regular Halles cafe, but one with shabby velvet cushions and numberless looking-glasses.

Our guide now took us to some cremeries in the Rue de la Grande Truanderie, where for two or three sous you may have a *petit noir*, and sleep undisturbed for three hours. The first we enter has a red tile floor, very dirty walls, and five dark marble tables, at each of which six or eight people can be accommodated. The place has a clock, of course, to time the slumberers by, and hat pegs, in case they prefer to take their sleep uncovered. Several loaves, about eight feet long, are ranged by the side of the counter for those who wish to eat as well as drink. The *petit noir* is composed of a small bowl of black coffee, three lumps of sugar, and a *petit verre* of very weak *eau de vie*, which is an "extra," and costs a sou. Without the *petit verre* the cost is two sous, but, should the gas be burning, the charge is three sous. A number of men are gulping down coffee, all seemingly the poorest among the poor. The proprietor considerately keeps the shutters up, to render the room as dark as possible for his guests.

The Restaurant du Centre, Maison Chalvet, in the same street, is another of these establishments. Here you can get such extravagances as meat at 3d. per plate, a dessert for from 2 to 4 sous, *cafe-au-lait* at 3 sous, and *gloria* at the same figure; but the *petit noir* is its staple trade. The ceiling of the room is extremely low, and altogether the aspect of the place is a shade more miserable than the one we have just left. The company are of the same type, with the sole exception that most of those here assembled are enjoying their short black pipes. At the Latterie de Normandie, in the Rue de la Petite Truanderie, instead of marble tables there were wooden benches; and yet here we found a more numerous company than at either of the other establishments.

On returning towards the Halles, we pass dozens of open coffee-stalls. We perceive that day has broke, the sky is tinged with blue, and the sun is converting the murky atmosphere around into an almost golden one. The flowers and fruit give forth the most delicious odors, and captivate the eye with their beauty. Passing through a perfect garden of them into all the turmoil and bustle of the market, we are struck with the enormous number of people employed in the Halles. The regular baggage porters alone are as many as four thousand, in addition to which there are thousands of irregulars, besides an unlimited supply of outsiders eager for a job. All the heavy work is done by what are called "the strong men," known by their enormous, wide-brimmed, grey hats. We make our way through the crowd of chafferers and bargainers into the pretty square of the Innocents, with its famous fountain by Jean Goujon, its trickling waters, and its clusters of green trees and shrubs to breakfast at Baratte's. We—the thief and ourselves—mount to the salon on the first floor, and fortunately find places. Our guide, whom we could now survey by broad daylight, was a man of about six-and-thirty years of age, slightly over the average height, with unquiet eyes, a mouth displaying sad want of decision, and a remarkably prominent nose. Over his left temple was a deep scar, that looked uncommonly like a sabre cut. He wore a patched and tattered workingman's short blue jacket and trousers, a red handkerchief, and a small pointed cap. Although the room was full of company, nobody paid particular attention to the strange kind of individual we had introduced; they looked at us and him for a moment, and then went on with their talk. In fact, people who are in the habit of breakfasting at Baratte's soon learn not to be surprised at anything. We ordered breakfast, mainly of fish, because it is to eat the fish in its freshest state that people get up early, or rather sit up late, and come down to breakfast at one of these places. Our guide was not at all embarrassed. On my asking him whether he would prefer red or white wine, he replied with perfect nonchalance, "White wine with the fish, by all means." He had certain airs of breeding about him too—although we found him to be utterly uneducated—and ate the young green peas with his fork in quite a dainty way. He described himself as a house-painter, out of work; and it did not seem to occur to him that it might appear strange to him how he picked up his peculiar knowledge if his career had been that of an honest working-man. He had told us for instance, that there were a gang of thieves all belonging to the family Romanichel, who were frequent visitors to the Carrieres de l'Amerique. They kept themselves as much as possible aloof from every one else, he said, and seemed to go to the Carrieres more with a view of picking up information than for any other purpose. This is hardly the kind of knowledge which falls to the lot of an honest workingman.

In one corner of the room, seated at a large table, were a party of six—three *petits creves* and three *cocottes*—who, not content with a brilliant supper overnight, seemed to have come down to an early fish breakfast at Baratte's. They were all in evening toilets, and the coiffures of the women were in a singularly disreputable state. Occasionally something more than a little foot would be whipped on to the table among the plates and glasses without knocking anything over, and then would be as suddenly removed. The rest of the company were all young men, breakfasting in couples, who, after making a night of it, were now annexing a piece of the morning.

Our own excursion was now over. Leaving Baratte's, we dismissed our guide without so much as a word of lecture, bought a bouquet, and were looking out for a cab to drive us home, when suddenly our guide made his reappearance. "I am going to look out for a job at the Hotel de Ville," said he, "close by, and if you have never been there at this time in the morning (it was near five), you will see a curious sight." We walked with him to the great square in front of the Hotel de Ville, and saw, perhaps, a thousand men in blue and white blouses assembled. There was one large group and a countless number of smaller ones. "Every man who gets up this morning," says our guide, "and doesn't know where to find the day's work he wants, comes here; by six o'clock there will be as many as two thousand people, every one of whom is in want of a day's work." And this in spite of all that the Prefect for the Seine is at this moment doing.—*Pall Mall Gazette.*

Inside Bedlam.

SCENES IN BETHLEHEM HOSPITAL.

The London *Telegraph* describes some of the scenes in the Bethlehem Hospital for the insane in England:—

"In Bethlehem Hospital every effort is used to make the life of the inmates cheerful. As you walk down the corridors you hear the cooing of pigeons and the quick, jubilant notes of singing birds, flitting to and fro in large and well-tended aviaries. Presently you come to an aquarium; anon to a stand of flowers, while there are statuettes and engravings on the walls. Everywhere, light; everywhere, elbow-room and breathing space. Hence, as you are led on from stage to stage you gradually get into a state of mind in which it is not in the least surprising to you to find yourself with some very gentlemanly lunatics playing billiards; nor do you feel at all astonished by-and-by to hear a piano in a neighboring room, and recognize a bit of Beethoven. Parts of Bethlehem seem more like a club than a madhouse. Every man is allowed to smoke after dinner; and it is with a strange feeling of semi-bewilderment that you stroll into a reading-room and see a gentleman quietly enjoying his tobacco over a number of the *Illustrated News*. 'Mad!' Certainly; has been mad for years; will be mad for years; but not for all that miserable—not for all that cut off from the fellowship of his race! It is hardly the sufferers from acute mania, perhaps, that afflict one the most.

"Here and there, over a fine and proud face, you see a shadow pass like a thunder cloud, as the man's hour of torment comes upon him; but in that there is still some courage and manhood left. Yonder, stricken by the worst kind of melancholia, a poor creature, his hair all gray or grizzled, rocks himself incessantly to and fro upon his seat, shrinks from a touch as from fire, and gives no answer to a kindly salutation but a moan. It this be his state at midday, what is it when the night closes in? Pass on; and now, how old, think you, is the rosy gentleman half asleep in a chair by the chimney corner? The rosy gentleman looks up with a surprising amount of briskness, as he hears the question, and answers, 'Ninety, sir.' He is not dreaming, not romancing. He came to this hospital—think of it!—in January, 1827, already forty-eight years old; and there is still a color on his cheeks. Less cheerful, but robust in his language to a degree which is almost terrific, is an old sailor in the neighborhood. Our men swore terribly in Flanders, but this grand old veteran would outswear thirty troopers. Never was there an old gentleman so utterly unfit for publication.

"In the female wards, situated in the eastern part of the hospital, we meet with many more cases of chronic and persistent delusion than amongst the men. The very first lady, for instance, whom we accost soon describes herself as 'Queen of Heaven and Earth,' and speaks of her Most Gracious Majesty Queen Victoria in a slighting tone and *de haut en bas*. A poor unhappy gentlewoman has been here for years; she has grown old and sharp and wrinkled; her white hair hangs in great tangled heaps about her; and there is an awful look, like that of hunger, in her eyes as she presses towards the door of her little room, and would fain pass on and hustle by you. Involuntarily, a man shrinks from the touch for just a second; and it is not your first impulse, but a return of your reason and your reverence for woman, which makes you accept and press the hand that she offers you. Ah, it is a thin, worn hand! Honestly, one is glad enough to mount to the upper galleries, where the more hopeful, at any rate the quieter, 'cases' are to be met with.

"Decorous as a private drawing-room are many of these apartments, where some of the patients sit reading, others working, others, again, practising at the piano. A poor girl—who is, in the strict conventional sense, a young lady—eagerly accosts us as we pass. As one might guess, it is the old story of a love that came to nothing. The face is bright still and pretty, though the fine eyes are troubled, and there is a painful little catch in the voice. Sensibly and quietly, with a kind of subdued eagerness that is wonderfully touching, she pleads for her release; she is quite well; she would be quite safe; she can take care of herself perfectly. A crucial question is then asked; and she cries, 'Ah! but shall I tell you truth, or not the truth?' When I tell you the truth, you keep me here.' 'And the truth,' God help us, is that she is engaged to a young gentleman, 'and that the greater part of Europe belongs to him.' The soft but earnest voice—a lady's, in every tone—trembles down into tears, but the eyes, though suffused, look proud, and have a touch of anger in them, as she says, 'You keep me here, because I tell the truth.'" No quieter voice could you hear; and you must be strangely constituted if you can turn away from such an interview without pain and sickness at the heart."

PENNSYLVANIA HOSPITAL.
PHILADELPHIA, January 28, 1868.
The attending Managers are:—
S. Morris Waln, No. 128 South Delaware avenue,
Adolph E. Borie, No. 153 Dock street.
Attending Physician—Dr. J. M. Da Costa, No. 1005 Spruce street.
Attending Surgeons—Dr. Addinell Hewson, No. 135 South Fifteenth street; Dr. D. Hayes Agnew, No. 16 North Eleventh street.
The Physicians and Surgeons attend at the Hospital every day (Sundays excepted), to receive application for admission.
Persons seriously injured by accident are always admitted if brought to the Hospital immediately thereafter. 2 27†

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all numbers and brands.
Tent, Awning, Trunk, and Wagon Cover Duck.
Also Paper Manufacturers' Drier Felts from one to several feet wide; Pauling, Belting, Sail Twine, etc.
JOHN W. EVERMAN & CO.,
36 No. 103 JONES' Alley

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 25, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 6·45 A. M.—Accommodation for Fort Washington.

At 7·45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 12·05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11·55 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 8·45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.

At 10·20 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1·45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2·35 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 3·15 P.M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown, and for Sumneytown to North Wales.

At 4·15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville take stage at Abington; for New Hope at Doylestown.

At 5·00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehanna Evening Train for Easton, Allentown, Mauch Chunk.

At 6·20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11·30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9·00 and 11·05 A. M., 2·00 and 8·30 P. M.

11·05 A. M. and 2·00 P. M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City, and Hazleton.

Passengers leaving Wilkesbarre at 1·45 P. M. connect at Bethlehem at 6·05 P. M., and arrive in Philadelphia at 8·30 P. M.

From Doylestown at 8·25 A. M., 5·00 and 7·00 P. M.
From Lansdale at 7·30 A. M.
From Fort Washington at 9·30, 10·45 A. M. and 3·1 P. M.

ON SUNDAYS.
Philadelphia for Bethlehem at 9·30 A. M.
Philadelphia for Doylestown at 2·00 P. M.
Doylestown for Philadelphia at 7·00 A. M.
Bethlehem for Philadelphia at 4·30 P. M.

Fifth and Sixth Streets Passenger Cars convey passengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

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

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

Leave West Chester for Philadelphia, from Depot on east Market street, at 6·15 A. M., 7·15 A. M., 7·30 A. M., 10·45 A. M., 1·55 P. M., 4·50 P. M., 6·55 P. M.

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

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

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

ON SUNDAYS.
Leave Philadelphia at 8·00 A. M. and 2·00 P. M.
Leave West Chester at 7·45 A. M. and 5·00 P. M.

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

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

HENRY WOOD, General Sup't.
Philadelphia, April 1st, 1868. 4 10§

FOR CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July 18, 1868.

Trains leave as follows for Cape May:—
9·00 A. M., Cape May Express, due at 12·23 (noon).
3·15 P. M., Cape May Passenger, due at 7·15 P. M.
4·00 P. M., Fast Express, due at 6·55 P. M.

RETURNING LEAVE CAPE ISLAND.
6·30 A. M., Morning Mail, due at 10·06 A. M.
9·00 A. M., Fast Express, due at 12·07 P. M.
5·00 P. M., Cape May Express, due at 8·22 P. M.

Sunday Mail and Passenger train leaves Philadelphia at 7·15 A. M. Returning leaves Cape Island at 5·10 P. M. Excursion Tickets, $3.

Cape May Freight trains leave Camden daily at 9·20 A. M., and Cape Island at 6·45 A. M.

Commutation Tickets between Philadelphia and Cape May, at the following rates:—

Annual Tickets, $100; Quarterly Tickets, $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 Continental Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vineland, and intermediate stations, at 8·00 A. M. and 3·30 P. M.

For Cape May, 9·00 A. M., 3·15 P. M., and 4 P. M.

Woodbury Accommodation train at 6·00 P. M.

Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon).

Commutation Checks between Philadelphia and all stations at reduced rates.

WILLIAM J. SEWELL, Superintendent.
July 2, 1868.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—

At 7·15 A. M. and 4·30 P. M., and leave Rising Sun at 5·15 A. M. and Oxford at 6 A. M., and leave Oxford at 3·25 P. M.

A Market Train, with Passenger Cars attached, will run on TUESDAYS and FRIDAYS, leaving the Rising Sun at 11·05 A. M.; Oxford, 11·45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2·30 P. M.; runs through to Oxford.

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

The train leaving Philadelphia at 4·30 P. M. runs to Rising Sun, Maryland.

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

HENRY WOOD, General Superintendent.
4 10§

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA, AND NEW YORK.

Trains between Washington and New York are now run as follows, viz.:—

FOR NEW YORK, without change of cars.

Leave daily (except Sunday) at 7·45 A. M., 12·30 and 7 P. M.

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7·45 and 12·15 P. M., and 4·30 and 7 P. M.

ON SUNDAY.

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

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

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohio Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
2 25†] GEO. S. KOONTZ, Agent, Washington.

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

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

Goods delivered at the Through Freight Depot,
S. E. corner of FRONT and NOBLE Streets,
Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M. of the succeeding day. [7 23] ELLIS CLARK, Agent.

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

327† JOHN BINGHAM, Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, May 4, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 7·30 A. M., for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.

MORNING EXPRESS.—At 8·15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6·45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9·05 A. M. Returning leaves Philadelphia at 4·30 P. M.; arrives in Pottstown at 6·35 P. M.

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

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 8·00 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·05 P. M., and Pottsville at 2·45 P. M.; arriving at Philadelphia at 6·45 P. M.

Harrisburg accommodation leaves Reading at 7·15 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12·45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M., for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8·00 A. M., and Philadelphia at 3·15 P. M.; leave Philadelphia for Reading at 8·00 A. M., returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 6·30 A. M., 1·00, and 5·45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7·30 A. M. and 4·30 P. M. trains from Philadelphia, returning from Collegeville at 7·01 A. M. and 1·39 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5·00 and 8·00 P. M., passing Reading at 1 A. M., 1·50 and 10·10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 3 and 5·25 A. M., 9·35 P. M., passing Reading at 4·49 and 7·06 A. M., and 11·40 P. M., arriving at New York, 10·10 and 11·45 A. M., and 5·00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8·10 A. M. and 2·05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6·30, 11·00 A. M., and 7·15 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7·55 A. M. for Pinegrove and Harrisburg, and at 12·45 P. M. for Pinegrove and Tremont; returning from Harrisburg at 3·35 P. M., and from Tremont at 7·40 A. M., and 5·35 P. M.

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

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

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

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.

Commutation Ticket at 25 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between all points, at $52·50 each, for families and firms.

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

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

Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

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

Freight Trains leave Philadelphia daily at 5·30 A. M., 12·45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut Streets cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—
Mail Train .... 8·00 A. M.
Paoli Accommodation, No. 1 .... 10·00 A. M.
Fast Line .... 12·00 M.
Erie Express .... 12·00 M.
Paoli Accom. Nos. 2, 3, and 4—1·00, 6·00 and 10·30 P. M.
Harrisburg Accommodation .... 2·30 P. M.
Lancaster Accommodation .... 4·00 P. M.
Parkesburg Train .... 5·30 P. M.
Cincinnati Express .... 8·00 P. M.
Erie Mail .... 11·15 P. M.
Philadelphia Express .... 11·15 P. M.
Accommodation .... 11·30 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—
Cincinnati Express .... 1·35 A. M.
Philadelphia Express .... 7·10 A. M.
Paoli Accommodation, No. 1 .... 8·20 A. M.
Erie Mail .... 7·10 A. M.
Parkesburg Train .... 9·10 A. M.
Fast Line .... 9·35 A. M.
Lancaster Train .... 12·30 P. M.
Erie Express .... 5·00 P. M.
Paoli Accommodation, Nos. 2 and 3, 3·40 and 7·10 P. M.
Day Express .... 5·00 P. M.
Harrisburg Accommodation .... 9·50 P. M.

For further information apply to
JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT street.
FRANCIS FUNK, Ticket Agent, No. 116 MARKET street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3¼, 3½, 4, 5, 5¾, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 Down Train, and 3¼ and 5¾ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.
Leave Philadelphia 9¼ A. M., 2, 7, 10¾ P. M.
Leave Germantown 8¼ A. M., 1, 6, 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12, A. M., 2, 3½, 5¾, 7, 9 and 11 P. M.

Leave Chestnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40 and 10·40 P. M.

ON SUNDAYS.
Leave Philadelphia 9¼ A. M., 2 and 7 P. M.
Leave Chestnut Hill 7·50 A. M., 12·40, 5·40 and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.

Leave Norristown 5·40, 7, 7·50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.
Leave Philadelphia 9 A. M., 2·30 and 7·15 P. M.
Leave Norristown 7 A. M., 5·30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05, and 11½ P. M.

Leave Manayunk 6·10, 7½, 8·20, 9½, and 11½ A. M., 2, 3½, 5, 6¾, and 9 P. M.

ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

GET THE BEST—THE HOLY BIBLE—HARDING'S Editions—Family, Pulpit and Pocket Bibles in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families.

WM. W. HARDING, Publisher,
No. 326 CHESNUT Street below Fourth.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET WHARF.

At 5·30 A. M., via Camden and Amboy Accommodation .... $2·25
At 8 A. M., via Camden and Jersey City Express Mail .... 3·00
At 2 P. M., via Camden and Amboy Express .... 3·00
At 3·30 P. M., via Camden and Jersey City Express .... 3·00

At 6 P. M., for Amboy and intermediate stations.

At 5·30 and 8 A. M., 2 and 3·30 P. M., for Freehold.

At 8 and 10 A. M., 2, 3·30 and 4·30 P. M. for Trenton.

At 5·30, 8, and 10 A. M., 1, 2, 3, 3·30, 4·30, 6 and 11·30 P. M. for Bordentown, Burlington, Beverly, and Delanco.

At 5·30 and 10 A. M., 1, 2, 3, 3·30, 4·30, 6, and 11·30 P. M., for Florence.

At 5·30 and 10 A. M., 1, 3, 4·30, 6, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. 2 P. M. for Riverton and 3·30 P. M. for Palmyra.

At 5·30 and 10 A. M., 1, 3, 4·30, 6, and 11·30 P. M. for Fish House.

The 1 and 11·30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare $3.

At 7 and 11 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol. And at 10·15 A. M. for Bristol.

At 7 and 11 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 and 10·15 A. M., 2·30, and 5 P. M. for Schencks and Eddington.

At 7 and 10·15 A. M., 2·30, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,
via Connecting Railway.

At 9·30 A. M., 1·30, 6·30, and 12 P. M. New York Express Lines, via Jersey City. Fare $3·25.

At 1 A. M., Emigrant Line. Fare, $2.

The 9·30 A. M., and 6·30 P. M. Lines will run daily. All others, Sundays excepted.

At 9·30 A. M., 1·30, 6·30, and 12 P. M. for Trenton.

At 9·30 A. M., 6·30 and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 30 minutes before departure. The cars on Market street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9·30 A. M. and 6·30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES.
From Kensington Depot.

At 7·00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·00 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

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

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS.
From Market St. Ferry (upper side.)

At 8 A. M., 1, 4, and 6·15 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, 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 over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond $100, except by special contract.

Tickets sold and baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls, and Suspension Bridge.

An additional Ticket Office is located at No. 828 Chesnut 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 hotel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA,

Will leave from foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jersey City and Camden; at 6·30 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia.

From Pier No. 1 North River at 5·30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden. WILLIAM H. GATZMER,
6 10§ Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE.

commencing MONDAY, April 13, 1868. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Way-Mail Train at 8·30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisfield and Intermediate Stations.

Express Train at 12·00 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3·30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·00 P. M. (Daily) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisfield will take the 11·00 P. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, 7·00, and 11·30 (daily) P. M. The 5·00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7·00 and 8·10 A. M. (daily), 1·30, 4·15 and 7·00 (daily) P. M. The 8·10 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7·25 A. M., Way-Mail; 9·40 A. M., Express; 2·25 P. M., Express; 6·35 P. M., Express; 8·55 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE,

Leaves Baltimore at 8·55 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company.

4 8§ H. F. KENNEY, Superintendent.

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 4, trains will leave VINE Street Ferry as follows:—
Special Excursion .... 6·15 A. M.
Mail .... 7·30 A. M.
Freight, with passenger car attached .... 9·15 A. M.
Express (through in two hours) .... 2·00 P. M.
Atlantic Accommodation .... 4·15 P. M.

Returning, leave Atlantic
Special Excursion .... 5·18 P. M.
Mail .... 4·25 P. M.
Freight, with passenger car .... 11·40 A. M.
Express (through in two hours) .... 7·19 A. M.
Accommodation .... 5·30 A. M.

Junction Accommodation to Atco and intermediate stations, leaves Vine street .... 5·30 P. M.
Returning, leaves Atco .... 6·25 A. M.

Haddonfield Accommodation Train leaves
Vine street .... 10·15 A. M. and 2·00 P. M.
Leave Haddonfield .... 1·00 P. M. and 3·15 P. M.

Sunday Mail Train to Atlantic,
Leaves Vine street .... 7·30 A. M.
Leaves Atlantic .... 4·20 P. M.

Fare to Atlantic, $2. Round trip tickets, good only for the day and train on which they are issued, $3.

The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located at No. 625 CHESNUT Street.

7 3 tf D. H. MUNDY, Agent.

PHILADELPHIA AND ERIE RAILROAD.—

SUMMER TIME TABLE.

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

ELEGANT SLEEPING CARS on all Night Trains.

On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.
Mail Train leaves Philadelphia .... 11·15 P. M.
" " leaves Williamsport .... 8·20 A. M.
" " arrives at Erie .... 8·50 P. M.
Erie Express leaves Philadelphia .... 12·00 noon
" " leaves Williamsport .... 8·50 P. M.
" " arrives at Erie .... 10·05 A. M.
Elmira Mail leaves Philadelphia .... 8·00 A. M.
" " leaves Williamsport .... 6·28 P. M.
" " arrives at Lock Haven .... 7·45 P. M.

EASTWARD.
Mail Train leaves Erie .... 11·00 A. M.
" " leaves Williamsport .... 10·15 P. M.
" " arrives at Philadelphia .... 7·10 A. M.
Erie Express leaves Erie .... 7·40 P. M.
" " leaves Williamsport .... 8·15 A. M.
" " arrives at Philadelphia .... 5·00 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage checked through.

ALFRED L. TYLER,
1 11 General Superintendent.

AUCTION SALES.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.

Sale at No. 1110 Chesnut street.

SUPERIOR HOUSEHOLD FURNITURE, 3 ROSEWOOD PIANOS, FRENCH PLATE 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 New and Second-hand Household Furniture, comprising parlor, chamber, and dining-room suits in oil and varnish, with wardrobes to match; also, office tables, book-cases, etc. etc. 7 22 2t

SUPERIOR PIANO FORTES.

Also, at 1½ o'clock, will be sold—

2 superior rosewood piano-fortes, made by H. Hardman, New York.

1 superior rosewood piano-forte, made by Bourne, Boston.

2 second hand piano-fortes.

C. D. McCLEES & CO. (SUCCESSORS TO McClelland & Co.), Auctioneers, No. 506 MARKET Street. 12§

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH Street.

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

LIPPINCOTT, SON & CO., AUCTIONEERS, Ashurst Building, No. 240 MARKET street.

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner 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 EAGLE FURNACE. This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its construction, and is perfectly air-tight; self cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.

CHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street,
Philadelphia.

A large assortment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Ventilators, etc., always on hand.

N. B.—Jobbing of all kinds promptly done. 5 10§

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 Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers.

SHARPE & THOMSON,
1 27 stu th 6m No. 209 N. SECOND Street.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST are now run as follows, viz.:—

FOR BALTIMORE.

Leave daily, except Sunday, at 7·00, 7·45, and 12·30 P. M., and 2·00, and 4·30 and 8·45 P. M.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7·00 A. M., and 2·00 and 8·45 P. M.

FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6·15 and 7·00 A. M., and at 2·00 and 4·35 P. M.

FOR ANNAPOLIS.

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

ON SUNDAY.
FOR BALTIMORE.
Leave at 7·45 A. M., and 4·30 and 8·45 P. M.
FOR WAY STATIONS.
Leave at 7·45 A. M., and 4·30 and 8·45 P. M.
FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 7·45 A. M., 4·30 and 8·45 P. M.

On Saturday at 7·45 A. M., and 2·30 P. M.

On Sunday at 4·30 and 8·45 P. M. only, connecting at Relay Station with trains from Baltimore to Wheeling, Parkersburg, etc.

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

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

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
2 25†] GEORGE S. KOONTZ, Agent, Washington.

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

INCREASED DESPATCH.

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

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

For New York, at 12, 2½, and 5 P. M.

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

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

WALTER FREEMAN, Agent,
No. 228 S. Delaware Avenue,
27† Philadelphia.

INTERNAL REVENUE.

PRINCIPAL DEPOT

FOR THE SALE OF

United States Revenue Stamps,

NO. 304 CHESNUT STREET.

CENTRAL DEPOT.

NO. 103 SOUTH FIFTH STREET,

(One door below Chesnut street).

ESTABLISHED 1862.

Our stock comprises all the denominations printe by the Government.

ALL ORDERS FILLED AND FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RECEIPT, a matter of great importance.

Drafts on Philadelphia Post Office Orders, Greenbacks, and National Bank Notes, received in payment. The following rates of commission are allowed:
On $20 .... TWO PER CENT.
From $20 to $100 .... FOUR PER CENT.
From $100 upwards...FOUR AND A HALF PER CT

The Commission is payable in stamps.

All orders, etc., should be addressed to

STAMP AGENCY,

NO. 304 CHESNUT STREET,

PHILADELPHIA.

Orders received for Stamped Checks, Drafts, Receipts, Bill Heads, etc., and the best rates of commission allowed.

We have constantly on hand

UNITED STATES POSTAGE STAMPS OF ALL KINDS, AND STAMPED ENVELOPES.