## CONCERNING PIES.

Pies Past, Present, and Suture. A writer in All the Year Round prattles of

ples:—
"Two ples loom large out of the dimness of our past experience. They were and will always be historical pies to us. The first of these was a goose pie; it came either from Yorkshire or Durham. It was a Titanic pie. It was beautiful to look at, and its seasoning was inspiration. It was a buge tomb of a pie, with brown figures exquisite in design (so ran our boyish mind) as the frieze of the Eigin marbles. On the raised lid baked flowers and fruit were displayed, and the brownest flower of the nosegay served as a handle to open the

Within, coiled up and sleeping in concentric folds, lay all the eatable animals of Noah's Ark: so it seemed to our hungry and excited vision. Day after day we came upon fresh strata, differing in tint and taste, yet all imbedded in a transparent jelly which only genius could have fused into such a mould. What a conglomerate it was! The mere catalogue of the contents of that pie would be a small volume. It was an edible Chinese puzzle. There were, first, and foremost, two young twin green geese (removed in the very April time of their sweet youth), one innocent tucked inside the other-folded, as it were, in the arms of his bigger brother-and both embaimed in salt, pepper, mace, alispice, and an ambery agglutination of jelly. They were boneless: for so the learned embalmers had wisely willed it. Then, in a snug and stately corner lay a savory turkey, brooding over a duck, a fowl, and a small covey of partridges, mingling and interchanging flavors. After a whole month's devotion to this pie, breaking into a bin of forcement with fine flavor of fresh herbs, we dug out (after much labor and research) the rosy tongue of some unknown animal. Somewhat later a hare rewarded our exertions, hidden in a retired nook where it had secreted itself with the well-known cunning of that timid but delicious creature. That pie was as full of pleasant and strange surprises as Caliban's island was full of 'sweet sounds' that gave delight and harmed not. "The second pie was a pigeon pie-a mere

tartlet to the Yorkshire or Durham giant. It was an innocent little simple pie, of pigeons, with three stiff legs sticking up in the centre of the outer crust in a combined suicidal manner, or like the stalks of an extinct bouquet. It was a quiet sombre London Sanday morning when the pie began to be cooked in the oven of the nearest baker. We were just through the dark lane of a long fever, and we were weak, faint, nervous, restless. The family went to church. The beils ceased. The house grew deadly quiet. Just then hunger fairly set in, and grew every moment more exacting in its demands. The leaden-footed hours-how they crawled as we sat there starving at the window! But we still remember our delight when the street at the church end began to darken with coats and brighten with ribbons. Presently the glum law stationer opposite, at number seven, returned home with his respectably miserable family, opened his door and went in, and then we heard the well-known family voices, and heard our knocker go; and then the pie-the pie-arrived from the baker's.

"There is an old west country proverb that the devil never ventures west of the Tamar, for fear he should be put into a pie.' There is, indeed, some warrant for this quaint proverb, for Devonshire people, either from an innate fondness for pie, or from a stolid and reckless English dislike to the trouble of cooking, have a tendency to put everything under crust. Ling, conger, shrimps, lobster, rooks, pilchard, leeks, oysters, turnips, parsley, potatoes-they are all innured under the same roof of crust, and are all indiscriminately devoured. Of all the west country pies, squab pie is, in our humble estimation, the most incongruous and the most detestable. The odious composition is made of fat clumsy mutton chops, embedded in layers of sliced apples, shredded onions, and—O tempora!

O mores!—brown sugar! The result is nausea, unsociability, and, in course of time, hatred of the whole human race. The greasy, sugary, oniony taste is associated, in our mind, with the detested name of Bideford.

"Of the fish pies of Cornwall and Devon, what can we say that is encouraging or satisfactory? Ling is a sickly, unwholesome-looking fish, like a consumptive cod, and can never thrive-in or out of a pie. Ced is too dry and tasteless for a pie. Pilchard pie, mixed with leeks and filled up with scalded cream, annonnees its own horrors. Oyster pie, however, intermingled with slices of sweetbread, and the faintest ond most ethereal seasoning of salt, pepper, and mace, is a dish for the gods, painful to dwell upon when not on hand to refer to. Eel pie needs no eulogium. To us the eel pie is like the May bough and the cowslips. It recalls the brightest scenes of youth. "And now, by due sequence, we come to

the emperor of pies, the Roi des Rois, le brave des braves, the Perigord pie. If Montepulciano be the king of Italian wines, as Redi has laid down in his joval bacchanalian poem, the glorious pie of Perigord, the treasure-house of good things, is the potentate of all possible pies, as the haggis, according to Burns, is the great chieftain of the pudding race." Into it are crowded all the choicest things of the sky, earth and ocean. The very making of it is a pleasure. We revel over every item of the recipe. What an amusement for a wet day in the country !

"You make a minced forcement of green truffles and a little delicate cutting of basil, thyme, and knotted marjoram-rarest herbs of the garden. To these you add woodcocks' liver, a little fat bacon, a few currants, the flesh of a wild fowl, some papper and some salt. Then lard with spikes of bacon, the breasts of two pheasants, two partridges, two woodcocks and some moor game, divide the backs, sever the legs and wings, and place a whole pheasant, boned, in the centre. These are to be seasoned with white pepper, a little Jamaica pepper, salt, and made. To receive these spoils of earth and air, construct a sarcophagus of classic form and of thick raised

Line this soft chest with slices of fine fat bacon. Pave it with stuffing, and on this pleasant bed lay the game with a light and loving hand, intermingled with whole green trulles fresh from the cool earth, and lately routed out by the sagacious truffle-hunter's dog. If you crowd and squeeze them, too greedy for mere quantity, remember Perigord will boast one good pie the less. Spread over all soft carpets of white unctuous bacon, and inurn the whole under a thick crust. It must be baked with calmness and deliberation, for it takes a long time ripening in the oven.

"Let us turn to pies of a more feminine character-the pies of the orchard and of the garden. Our first recollection of fruit tarts is associated with our first visit to the country, when, as boys, we were pressed into the housekeeper's service and sent out into a long green thicket of a garden. There, first seeing fruit alive upon the tree, blooming and glowing with the life-blood in its veins, we remember fancying ourselves in the garden of Eden, the bousekeeper's very little daughter (atat twelve) our incomparable Eve. There, forgetful of the hours and careless of the

hot widening sunshine, singing like twin wrens on the same bough of apple blossom; flowers at our feet, flowers around us, flowers above our heads, we sat on three-legged stools under the current trees and stripped off the little beads of ruby and garnet, of white coral and of black blood color, chattering all sorts of nonsense from fairy books. How white and vaporing the clouds when they every moment changed their shapes ! How green and tender the grass on the lawn with the daisies and gold cups floating up to the surface like the tragments of gold leaf in Dantzie water.

"We remember with the keenness of yesterday our first impressions of the various flavors, the soft negative white current, the sharp or more acid red, and that indescribable quality of the black, the dry stems and leaves of which are impregnated with the smell of

the fruit. "Then we had again (under supervision) to divest the fruit of their barren stalks, and our growning delight was to see them piled round the tea-cup and roofed in from our gaze under a dome of paste. The blended flavor of the red currant and the velvety raspberry struck our boyish fancy as superlatively happy, the warm raspberry striking perfume through the juicler currants, while a libation of mellow cream over the whole made a dish fit for Dlympus. The black current tare, too, had a rougher charm of its own. The fruit, swollen in the baking, yielded so generous a flood of crimson black juice that we children dyed ourselves with it, lips and hands, into the semblance of ensanguined blackamoors.

"A curious old cookery book of 1710, written by one Patrick Lamb, 50 years master cook to royalty, and who in his time had cooked for Charles the Second, James the Second, King William and Queen Anne, containing one or two receipts for pies and tarts, which are interesting, as showing the culinary fashions of

the seventeenth century. \* \* \* "Mr. Lamb's book contains a pretty series of pies arranged according to the months which they especially become. For January, oyster pie; for February, spring pie; for March, skerret pie; for April, buttered apple pie; for May, oringado pie; for June, humble pie (he shall eat humble pie—the inferior part of venison-a woodman's proverb); for July, potato pie; for August, cream tart; for September, lumber pie; for October, artichoke pie; for November, quince pie; for December, steak pie.

"Delightful way of recording the changes of a year! Almost as good as an epicurean wine tour once plauned by our friend Professor Dreikopf. We were to begin with Rome and march straight from there on Montepulciano; thence we were to take ship for Sicily, and examine the sites of the old Roman vintages. Germany would come next, we touching at each Rhenish town to taste its varieties of hock. Then came the claret, and the Burgundy, a delicious episode in champague. Spain followed Greece, and we were to wind up with a bottle of Lacrymae Christi on the edge of the crater of Vesuvius."

#### CRIME.

History of a Prussian Poisoning Case. The Berlin correspondent of the London Daily News gives the following account of a remark-able criminal trial recently held in Germany:— One of those causes celebres has just been tried at Posen, which would almost justify the belief that men are occasionally born into the world as entirely destitute of all principle or con-science as others are of signt or hearing. The facts are mainly as follows:—The master blockbinder Wittman was accused of naving poisoned four wives and two calldren in six years. Witman had worked as a journeyman for a bookbinder named Pirson, of Wollia, where he bookbinder bained Pirsch, of Wollin, where he made the acquaintance of Maria Genm. Pirsch's housekeeper. Wittman was on a visit at Wollin, at the end of 1858, and beginning of 1859, on January 1, of which year Pirsch died very suddenly, and Maria Genm, according to a previous arrangement, came into the poses session of all the property.

Soon after this Withiam commenced business to wolling and in February 1850 married Maria.

in wo lin, and in February, 1860, married Maria Gehm, who in addition to Parson's property, and also inherited some money through the sudden death of an aunt, Two sons, John and Paul, were the result of this marriage. Mrs. Wittman died very suddenly in 1862, leaving all her property to her husband and two children, of whom the eldest died in the same mysterious manner three months later. In June, 1803, Wittman married his second wife, Charlotte Hohn, who possessed some fortune. The latter made her will in the following December, leaving everything to her husband, and died a week afterwards. In April, 1861, Wittman married his third wife, Augusta Kornotzky, who was richer than her predecessor. Her fate may be described in almost the same words. She died in August, 1835, leaving her property between her husband and her mother. Only two months after her death Wittman married his fourth and richest wife, the widow Rose, who had one child by her first marriage. This child stakened immediately after its mother's wedding, and died in a day or two, by which the fourth Mrs. Wittman inherited its property. Wittman then removed from Woilin to Posen It is hardly necessary to add that the fourth Mrs. Wittman's life was not of very long duration, as she died in Sep-tember, 1866, having made a will in favor of her husband a month or two before. Under the pretext that she had died of enoiers, Wittman had made arrangements for burying her the day after her death. But the extraor-dinary mortality in the Wittman family had already excited attention. The poince here took the matter up and their first suspicions were strengthened when they found hat Witman had called in no inedical dvice. Wittmann was arrested just as the funeral procession was about to start, and the burist of the body was prombited. On searching the house a large tump of arsenic sufficient to poison a hundred persons, was found locked up in a chest. All the bodies of Wittmun's former wives, as also those of his two caldren, were then exhumed, and submitted to a chemical investigation. The result was the same in all six cases; a large quantity of arsenic was detected, and there could not be a snadow of a doubt that Wittman had poisoned his four wives and two children. He has been found guilty, and sentenced to death. It is not improbable that he commuted eight murders, as the very sudden death of Pirsch during Witt-man's visit, and also of his first wife's aunt, are extremely suspicious coincidences under the above circumstances.

# "Whisky Operations" in Illinois.

The Bloeming on Pantagraph tells the follow-The Blocking on Panasgraph tells the following story of a late "whisky operation" in Pekin, which, from our own information, we believe to be mainly true—the only difference in the versions being that the detective employed a couple of watchmen to look after the whisky, and it was they who were arrested by the Sheriff in tead of the detective who had game of to instead of the detective who had gone off to We have heard of a case of sharp practice that

Is said to have occurred in our sister city of Pakin but a few nights since, in which it is be-lieved that somebody who had an interest in heved that somebody who had an interest in whisky was concerned. A delective, or some other kind of an individual in the whisky-spy business, discovered one hundred barrels of whisky early in the evening, and as he could not remove it that night concluded to keep watch and ward over it until morning. This he proceeded to do; and stationing himself in a comfortable position overfooking his prey, he composed himself to contemplation. He had not been there long before he saw a neighbor an proceeding, who, when he came pearer, he

not been there long before he saw a neighbor alproaching, who, when he came nearer, he saw was the Deputy Sheriff.

To make the story short, the Sheriff produced a writ, all in due form and properly authenticated, commanding him to take the body of the said detective, and it safely keep until inquisition could be made into the matter charged. There was but one way to proceed—and that was to proceed with the Sheriff. The detective accordingly left his watch, and went to give was to proceed with the Sheriff. The detective accordingly left his watch, and went to give ball for his appearance in court. This process took until well nigh morning. As soon as released, he hastened to watch over his prize, but alas! When arrived at the place where it was, it was gone. Not a barrel—not even a single hoop was left to tell the tale that there lay one hundred barrels of contraband whisky. He has not found the prize yet. He has not found the prize yet.

-Robinson Crusoe's island now has a popu-

#### RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD. THE MIDDLE ROUTE.—Shortest and most itset line to Bethlehem, Easton, Alleutown, Mauch hunk, Hantelon, White Haven, Wilsesbarre, Maanoy City, Mount Carmel, Pittston, Scranton, Carbonale, and all the points in the Lehigh and Wyoming load Region. dale, and all the points in the Lehigh and Wyoming Coal Region.

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

SUM MER A REALORMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1888. Passenger Trains leave the New Depot, corner of BEILES and AMERICAN streets, daily (Sundays excepted), as follows:—

epted), as follows;—
At 645 A. M.—Accommodation for Fort Wash-At 646 A. M.—Accommodation for Fort Washington.

At 746 A. M.—Morning Express for Bethlehem and Frincipal Stations on North Fennsylvania Railroad connecting at Beshlehem with Lehigh Valley and Lehigh and Susquehanna Bailroads for Easton, Altentown, Calassauqua, Slatington, Masch Chunk Weatherly, Jeanesville, Hanleton, White Haven, Wilsenbarre, Eingston, Pittston, and all polots in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahenoy Hallroad for Mahanoy City, and with Calawissa Ealiroad for Ropert, Danville Milton, and Williamsport, Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbarre at 8 P. M.; at Mahanov City and Villey Train, passing Bethlehem at 11:55 A. M. for Easton, and points on New York, At 8:55 A. M.—Accommodation for Doviestown, stopping at all intermediate Stations, Passaugers for

At 8-46 A, M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro' and Harsaville, by this train take Stage at Old York Road.

At 1926 A, M.—Accommodation for Port Washington, stopping at intermediate Stations.

At 1938, M.—Lehigh Valley Express for Bethlebem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Harleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all voints is Mahanoy and Wyoming Coal Regions.

At 2:35 P, M.—Accommodation for IDoylestown, stopping at all intermediate stations.

At 3:38 P,M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Alientown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenvilletage this train to Quakertown, and for Sumueytown to North Wales.

ville taxe tols train to Quakertown, and for Sumueytown to North Wales.

At 4:15 P. M.—Accommodation for Doylestown,
stopping at all intermediate stations. Passengers for
Willow Grove, Hathere, and Harswille take
stage at Abington; for New Hope at Doylestown,
At 5:00 P. M.—Through accommodation for Estilenem and all stations on main time of North Ponnsylvania Halirond, connecting at Bethieben with Lehigh Valley Lehigh and Susquebanea Evening Train
for Easton. Allentown Mauch Chunic.
At 3:20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.
At 11:30 P. M.—Accommodation for Fort Washington, The Allenton.

TRAINS ARRIVE IN PHILADELPHIA. 105 A. M. and 200 P.M. Trains makes direct connec-

11'15 A. M. and 2'00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Sungushanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.
Passengers leaving Wilkesbarre at 1'45 P.'M. connect at Bethlehem at 8'35 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 Lansdnie at 7'30 A. M.
From Fort Washington at 9'30, 10'45 A. M., and 3'1 P. M.

ON BUNDAYS. ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Daylestown at 2:30 F. M.
Doylestown for Philadelphia at 7:30 F. M.
Bethlehem for Philadelphia at 4:30 F. M.
Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new depot.
White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot. depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to prin cleal pointe, at Mann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH Street.

W EST CHESTER AND PHILADELPHIA RAILROAD. SUMMER ARRANGEMENT, and after MONDAY, April 18, 1888, Trains will -On and after MONDAY, April 13, 1888, Trains will leave as follows:

Leave Phindelphia from the Depot, THIRTYFIRST 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 5'15 A. M., 7'15 A. M., 7'30 A. M., 10'45 A. M., 1'35 P. M., 4'9 P. M., 6'35 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 4'30 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 4'30 P. M., and transfer at B. C. Junction.

tion. The Depot in Philadelphia is reached directly by the Chesput and a Walnut Street care. 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 \$00 A. M. and 200 P. M.
Leave West Chester at 745 A. M. and 200 P. M.
Leave West Chester at 745 A. M. and 500 P. M.
Trains leaving Philadelphia at 716 A. M. and 450 P. M., and leaving West Chester at 730 A. M. and 450 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.
Famongers 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, 1888.

TOOR CAPE MAY VIA WEST JERSEY RAIL

TOR CAPE MAY VIA WEST JERSEY RAILROAD,—From toot 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 12:25 (noon),
2:15 F. M., Cape May Passenger, due at 12:25 (noon),
2:15 F. M., Cape May Passenger, due at 12:25 (noon),
2:15 F. M., Cape May Express, due at 12:25 (noon),
8:15 F. M., Cape May Express, due at 12:25 (noon),
9:00 A. M., Morning Mail, due at 10:06 A. M.
9:00 A. M., Fast Express, due at 12:07 P. M.
8:10 P. M., Cape May Express, due at 22:2 P. M.
8:10 P. M., Cape May Express, due at 22:2 P. M.
8:10 P. M., Excursion Tickets, 83.
Cape May Freight trains leaves Cape Island at 5:15 A. M., and Cape Island at 6:45 A. M.
Commutation Tickets between Philadelphia and
Cape May, at the following rates:—
4:4 unual Tickets, \$100; Quarterly Tickets, \$50, for sale
at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 525
Caesnut street (under the Continental Fotel), where
orders can also be left for Baggage, which will be
called for and checked at residences by the Union
Transfer Company. Transfer Company.
WEST JERSEY RAILROAD LINES.

WEST JERSEY RAILEOAD LINES, For Bridgeton, Salem, Millville, Vinciand, and in-termed are stations, at 8 00 A. M. and 3 50 P. M. For Cape May, 9 00 A. M., 3 15 P. M., and 4 P. M. Woodbary 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.

DHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD - SUMMER ARRANGE-MENT, -On and atter MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CRES-NUT Streets, West Philadelphia, as follows:— At 715 A. M. and 456 P. M., and leave Rising Sun at 916 A. M. and Oxford at 6 A. M., and leave Oxford at 825 P. M. A Market Train, with Passenger Cars attached, will rungen TUE-DAYS and FEIDAYS, leaving the Ruing Sen at 1145 A. M.; Oxford, 1145 A. M.; and Kennett, i P. M.; connecting at West Chester Junction with a train for Parladelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 236 P. M.; runs through to Oxford.

oxford.

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

The itrain leaving Philadelphia at 450 P. M. runs to Rising Sun, Maryland.

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

HENRY WOOD,

General Superintendent THROUGH LINE BETWEEN WASHINGTON

Trains between Washington
Trains between Washington and New York are
now run as follows, viz.—
FOR NEW YORK, without change of care ave daily (except Sunday) at 7'45 A. Al., 12'30 and

7 P. M FOR PHILADELPHIA.

Leave daily (except Sunday) at 7.46 and 12.15 P. M., and 4.20 and 7 P. M. ON SUNDAY.

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

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

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours. 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 avence, between Sixth and Seventh atreets.

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.

225†] GEO S. KOONTZ, Agent. Washington.

PAST FREIGHT LINE, VIA NORTH PENNSYLVANIA KAILBOAD to Wikes-rre Mahanoy City, Mount Carmel, Centralia, and points on Lebigh Valley Railroad and its

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. K. 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 2] ELLIS LLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE THE ADAMS EAPRESS COMPANY, OFFICE No. 220 CHESNUT Street, forwards Parcels, Packages, Merchandise, Hank Note and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

2771 JOHN BINGHAM, Superintendent.

# RAILROAD LINES.

READING BAILBOAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Sunquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Famenger Trains, Monday, May 4, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following bourne—
MORNING ACCOMMODATIONS.—At 780 A. M. for Reading and all intermediate stations, and Allen town.

for Reading and all intermediate stations, and Allen for Reading and all intermediate stations, and Allen for M.

Returning, leaves Reading at 620 P. M., arriving in Philadelphia at 240 P. M.

MORNING EXPRESS.—At 315 A. M., for Reading Lebanca. Harrisburg, Pottaville. Pine Grove, Famsqua, Sunbury, Williamspors, Eimira, Rochester, Niagara Falis, Buffalo, Wilkeebarre, Pittston, York, Carliele, Chambersburg, Hagerstown, etc.

The 730 train connects at Reading with the East Pennsylvania Ralicoad trains for Allentown, etc., and the 515 A. M. connects with the Lebanco Valley train for Harrisburg, etc., at Port Clinton with Catawissa Raliroad trains for Williamsport, Lock Haven, Emira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Sunguyahanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 320 P. M. for Reading, Pottaville Harrisburg, etc., connecting with Reading, Pottaville Harrisburg, etc., POTTSTOWN A COMMODATION.—Leaves Potta-

POTISTOWN ACCOMMODATION.—Leaves Pottswn at 6 45 A. M., stopping at informediate stations: rives in Philadelphia at 9 05 A. M. Returning leaves illadelphia at 4 50 P. M.; arrives in Pottstown at 6 35

Philadelphia at 4 50 P. M.; arrives in Pousiows at 6 38 P. M.

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

Esturning, 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 65 P. M.; and Pottsville at 2 45 P. M.; arriving at Philadelphia at 6 45 P. M.

Harrisburg accommodation leaves Reading at 7 25 A. M., and Estrisburg at 4 10 P. M. Connecting at 8 50 P. M., arriving in Philadelphia at 8 10 P. M.

Market train, with a Philadelphia at 9 10 P. M.

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

All the above trains roun daily, sundays excepted.

Sunday trains leave routsville at 5 00 A. M., and Philadelphia at 3 16 P. M.; leave Philadelphia for Reading at 4 25 P. M.; CHESTER VALLEY RALLBOAD.—Passengers

P. M. CHESTER VALLEY RAILBOAD,—Passengers for Lowning lown and intermediate points take the 130 A. M., 1245 and 430 P. M. trains from Philadelphia, returning from Downingtown at 550 A. M., 1760, and 545 P. M. FERRIOMEN RAILROAD,-Passengers for Col-

and 545 P. M.

FERKIOMEN RAILROAD.—Passengers for Collegeville take 7:00 A. M., and 430 P. M., trains from Philadelphia, returning from Collegeville take 7:00 A. M., and 130 P. M., trains from Philadelphia, returning from Collegeville at 7:01 A. M., and 139 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville. NEW YORK ENPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5 00 and 5 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; Raitroad Express Trains for Pittsburg, Chicago, Williams port, Elmiras Battmore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Philabors, at 3 and 5 to A. M., 9 35 P. M., passing Reading at 4 45 and 7 06 A. M., and 1 1 0 P. M., arriving at New York, 10 10 and 14 5 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

SCHUYLKILL VALLEY RAILROAD.—Trains leave Poitsville at 6:30 11 00 A. M., and 7 15, P. M., returning from Tarnaqua at 7 36 A. M., and 7 15, P. M., returning from Tarnaqua at 7 36 A. M., and 7 15, P. M., SCHUYLKILL AND SUSQUEHANNA RAIL

P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-BOAD.—Trains leave Auburn at 7:35 A. M. for Pine-grove and Harrisburg, and at 12:45 P. M. for Pine-grove and Tremont: returning from Harrisburg at 8:55 P. M., and from Tremont at 7:40 A. M., and 8:35 M.
TICKETS.—Through first-class tickets and emirant 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
y Morning Accommodation, Market Train, Reading
and Pottstown: Accommodation Trains, at reduced
ates.

Excursion Tickets to Philadelphia, good for day nly, are sold at Reading and Intermediate Stations y Reading and Pottstown Accommodation Trains at The following tickets are obtainable only at the

The following tickets are obtainable only at the Office of S. Bracford, Treasurer, No. 237S. Fourth street, Philadeiphia, or C. A. Nicholis, General Superintendent, Reading.

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

Mileage Tickets, good for 2009 miles, between alpoints, at 55230 each, for ramifies and firms.

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

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

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

Freight Trains leave Philadelphia daily at 5:30 A.

M., 12:45 noon, and 6 P. M., for Reading, Lebanou, Herrisbarg, Pottaville, Port Clinton, and all points beyond. ed with cards, entitling themselves and wives Aisils close at the Philadelphia Post Office for all

Alsis cose at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principul stations only at 2:15 P. M., BAGGAGE.—Dungan's Express will collect Bag-gage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets, DENESYLVANIA CENTRAL BAILROAD, bummer time, taking effect May il. 1868.
The trains of the Pennsylvania Central Railroad leave the Depot, at Thirty-First and Marker Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets turty minutes before its ceparture. The Chesnut and Walnut streets cars ron 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. parture of each train Siesping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut 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. 501 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE DEPOT, VIZ:-

12'00 M od 10'30 P, M, 2 20 P, M, 4'00 P, M, 5'30 P, M, 11'15 P, M, 11'15 P, M, 11'30 P, M, 

Market streets, ARRIVE AT DEPOT, VIZ :-

Pacif Accommodation, Nos. 2 and 8.340 and 740 P. M.
Day Express 600 P. M.
Harrisotry Accommodation 950 P. M.
For further into mation apply to
JOHN C. ALLEN, Ticket Agent,
No. 101 CH ESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET street,
SAMUEL H. WALLACE,
The Pennsylvania Railroad Company will not assume any risk for Haggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Faggage exceeding that amount in value will be at the risk of the owner, unless taken by apecial contract, EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE, FOR GERMANTOWN.

Leave Philadelpula 6, 7, 8, 946, 10, 11, 12 A, M., 1, 2, 35, 35, 4, 5, 55, 610, 7, 8 9, 10, 11, 12 P, M.

Leave German town 6, 7, 75, 8, 8 20, 9, 10, 11, 12 A, M., 1, 2, 3 4, 45, 6, 65, 7, 8 9, 10, 11 P, M.

The 8 2c Down Train, and 35 and 35 Up Trains will

The S 2º Down Train, and 39; and 59; Up Trains will not stop on the Germantown Branch,

ON SUNDAYS.

Leave Philadelphia 9; A. M. 1, 6, 95; P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 8, 8, 10, 12; A. M. 2, 34, 54, 7, 9

and 11 P. M.

Leave Chestout Hill 747, 8, 940, and 1140 A. M., 140, 340, 546, 6 40, 8 40 and 10 50 P. M.

10, 6 40, 6 40, 8 40 and 10 40 P. M.

Leave Philadelphia 95, A. M. 2 and 7 P. M.

Leave Chestaut Hill 7 50 A. M. 12 40, 5 40 and 9 25

Leave Chestnut Hill 750 A. M. 1240, 540 and 925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 1105 A. M. 1%, 3, 4%, 6%, 876 and 925 P. M.

Leave Norristown 540, 7, 756, 9, and 11 A. M., 1%, 3, 4%, 6%, and 5% P. M.

Leave Philadelphia 9 A. M., 230 and 715 P. M.

Leave Philadelphia 9 A. M., 230 and 715 P. M.

Leave Philadelphia 6, 7%, 9 and 1105 A. 1%, 8, 4%, 5%, 5%, 5%, 86, and 11% P. M.

Leave Philadelphia 6, 7%, 9 and 1105 A. 1%, 8, 1%, 8, 6%, and 9 P. M.

Leave Manayunk 6 10, 7%, 820, 9%, and 11% A. M., 2, 3%, 5, 6%, and 9 P. M.

Leave Philadelphia 9 A. M., 24 and 7% P. M.

Leave Manayunk 7% A. M., 6 and 9% P. M.

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

GET THE BEST-THE HOLY BIBLE-HARD
Ing's Editions-Family, Pulpit and Pocket Bible
in beautiful fatyles of Turkey Morocco and antique
bindings. A new edition, arranged for photographic
pertraits of families,
WM. W. HARDING, Publisher,
WOO, SECCHESNUT Street below Fourth

## RAILROAD LINES.

1868 -FOR NEW YORK, -THE CAMDEN AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO REW YORK, AND WHARF, FROM WALNUT STREET Athon A. M., via Camden and Amboy Accommodation. At S A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... 8'00
At 2 D. M., via Camden and Jersey City Fg.

Delane of Borochown, Schrington, Bevery, and At 5:20 and 10 A, M. 1, 2, 3, 3 30, 4 30, 6, and 11 30 P. M., for Florence. for Florence, At 5 30 and 10 A. M., L. 5, 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 11:50 P. M. Lines leave from Market Street Perry (upper side).
FROM KENSINGTON DEPOT.
At 11 A. M., via E ensington and Jersey City, New York Express Line Pare 38.
At 7 and 11 A. M., 2.50, 3.50, and 5 P. M. for Trenton and Bristol. And at 10:10 A. N. for Eristol.
At 7 and 11 A. M., 2.50, and 5 P. M. for Morrisville and Tullyiown. and Tullytown, and s P. M. for Morrisville At 7 and 1915 A. M., 230, and s P. M. for Schences and Eddington At 7 and 10 10 A. M., 230, 4, 5, and 6 P. M. for Schences and Eddington
At 7 and 10 10 A. M., 230, 4, 5, and 6 P. M. for Cornwells, Torrisdate, Holmesburg, Tacony, Wilsinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

\*\*PROM WEST PHILADELPHIA DEPOT,
At 230 A. M., 130, 630, and 12 P. M. New York Express Lines, via Connecting Railway,
At 1 A. M., Engrant Line, Fare, 325.
At 1 A. M., Engrant Line, Fare, 32
The 620 A. M., and 630 P. M. Lines will run dally, All others, Sundays excepted.

All others, Sundays excepted.
All others, Sundays excepted.
At P30 A. M., 120, 630, and 12 P. M. for Trenton.
At P30 A. M., 630 and 12 P. M. for Bristol.
At 12 P. M. (Night). for Morri-ville, Tullytown,
Schenak e, Eddington, Cornwells, Torrisdale, Holmes
burg, Tacony, Whalsoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth atreets, at the maj street, 3c minutes before det arture, The case on Market atreet Ealway run direct to West Philadelph a Depot; Chesant and Walbut within one square. On Sandays the Market sirest cars will run to connect with the Fao A. M. and 6 30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES.
From Kensington Depot.
At 170 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Eimira, Ithaca, Oweso. Rochester, Binghamton, Oswego. Syracose, Great Bend, Montrose, Wilkesbarre,
Schoeley's Mountain etc.
At 7 00 A. M. and 8 00 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Eleston, Lambertville,
Flemington, etc. The 8 30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chuult,
Albertown, Bethichem, 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, Masco ville, Hainscort, Modnit
Ho'ly, Smithville, Ewansville, Vincentown Birminguam, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cockstown, New Egypt, Hornerstown, Gream Ridge,
Imlaystown, Sharon, and Hightstown.

Iminystown, sharon, and Hightstown.

Fitty pounds of bag, age only are allowed each passenger. Passengers are promisted from taking anything as baggage but their wearing apparel. All baggage wer lifty bounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be Habie for any amount beyond \$100, except by special contract. Tickets sold and baggage checked direct through to Poston, Worcester, Suringheld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, U. ica, Rome, Syracuse, Rochester, Buffaio, Niagara Fain, and Suspension Bridge.

An additional Ticket Office is located at No. \$28 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 botel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Continued street at 7 A. M.,
I and 4 P. M., and 12 night via Jeriey City and Camden; at 6:20 P. M. via Jeriey City and Kennington: at
10 A. M., 12 M., and 5 P. M. via Jeriey City and West
Phinadelphia.
From Pier No. 1 North River at 5:30 A. M. Accommodation, and 2 P. M. Express, via Amboy and
Canden, William H. GATZMER,
6134 Agent. 6 157

Conden. WILLIAM H. GATZMER.

6187 Agent.

2 HILAUELPHIA, WILMINGTON AND BAL

TIMORE RAHLROAD.

TIME TABLE.

commencing MONDAY, April 13, 1858, Trains will leave Depot corner of BROAD street and Wash-INGTON Avenue as follows:—

Was-Mail Train at 839 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, comnecting with Delaware Railroad at Wilmington for Crisseld and Intermediate Stations.

Express Train at 1208 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 239 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, Chapt's and Stemmer's Rui.

Night Express at 1709 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 Anna, and connecting at Cristicid with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengen for Fortress Monroe and Norfolk via Baltimore will take the 1200 M. Train, Via Cristicid will take the 1100 P. M. Irain.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leav Faliadelphia at 1130 A. M., 230, 500, 706, and 11 salcdaily P. M. The 500 F. M. Train connects

Wilmington.

Leav Fhiladelphia at 11:00 A. M., 2:30, 5:00, 7:06, and 11:30 (daily) P. M. The 5:00 P. M. Train connects with Delaware Ballroad for Harrington and Inter-

with Delaware Raliroad for Harrington and intermediate stations.

Leave Wilmington 7:00 and \$16 A. M. (daily), 1:30 4:15 and 7:30 (daily) P. M. The \$15 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: 2:26 P. M., Express: 6:35 P. M., Express: 8:35 P. M., Stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Eikton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Haltimore, and at Chester to leave passengers from Washington or Baltimore.

Through tickets to all points west, South, South, west, may be procured at the Ticket Office, No. 528 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sieeping cars can be secured during the day. Persons purchasing tickets at this office can have their basigage checked at their residence by the Union Transfer Company 48?

H. F. KENNEY, Superintendent.

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILEOAD.

FIVE TRAINS DAILY TO ATLANTIC CITY. Mail 5:15 A. M.
Freight, with passenger car attached 9:15 A. M.
Express (through in two hours) 2:00 P. M.
Atlantic Account odation.
Returning, leave Atlantic 4:5 P. M.
Special Excursion. 5'18 P. M. 4'20 P. M. 11'40 A. M. 7'10 A. M. Express (through in two hours) ...

Haddenfield Accommodation Train leaves 

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

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

Additional ticket offices have been located in the Rending Room of the Continental Hotel, and at No. 625 CHESNUT Street.

7344

D. H. MUNDY, Agent.

PEILADELPHIA AND ERIE BAILBOAD .-

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

FLEGANT SLEEPING OARS on all Night Trains, On and atter MONDAY, May 11, 1868, the trains on the Philadelphia and Eric Baltroad will run as follows:

follows:-

# AUCTION SALES.

M. HOMAS & SORS, NOS. 139 AND 141

MARBLE-TOP BARS M RHORS, CHANDELIERS, DOORS, ETC. FITS
OB Tue-day morning,
July 28 at 16 o'elock, at the American Exchange Fotel, Third and Bock streets the marble-top back, mirrors chandeliers decre, closes, etc. etc.
May be examined on the morning of sale at 3 o'cleck.

o'clock.

NEAT HOUSEHOLD FURNITURE. MIRROR,
FINE BRUTSELS, INGRAIN, AND OTHER
CARPETS, ETC.
On Wednesday morning,
July 28, at 10,0 clock, at No. 1217 Monterey street,
between R.ce and Vire and Twelth and Thirteenth
streets, the neathonschold furniture.
May be examined on the morning of sale at 8
O'clock. C. D. MOCLEES & CO. AUCTIC NEERS, No. 506 MAPKET Street.

SALE OF 000 CASES EGOPS, SHOES, BRO-GANS, BALMORALS, ETC.
On Thursday morting.
July 20, at 10 o'clock we will sell by Catalogue, for cash, 900 cases Ferra, Boya', and Youth's Boots, Shoes, Brogaus, Balmorals, etc. Also, Women's, Misses, and Children's wear. [7 25 4] MARTIN BROTHERS, AUCTIONEERS, VA (Lasely Salesmen for M. Tromas & Sona) No. 529 CHESNUT SL, rear entrance from Minor.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION DEROHANTS, No. 1140 URESNUT Street; rear cotrage No. 1107 Sansom st. L IPPINCOTT, SON & CO., AUCTIONEERS.
Ashura Bailding, No. 240 Ma RKET street BUNTING, DURBOROW & CO., AUCTIONS HERBS, Nos. 232 and 234 MARKET Street, Core nor of Bank street. Successors to John B. Myers & American Successors to John B. Myers & America

## STOVES, RANGES, ETC.

A large assortment of Cooking Ranges, Vire-board Stoves, Low Down Grates, Ventilators, etc., always on band.
N. B.-Jobbing of all kinds promptly done. 5 102

THOMPSON'S LONDON KITCHENER,
OR EUROPEAN KANGE, for Families,
Hotels, or Public Institutions, in TWENTT
DIFFERENT SIZES. Also, Philadelphia
Rarges, Hot Air Furnaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Boilers, Stewbole Plates, Boilers, Cooking Stoves, etc., wholesale
and retail, by the manufacturers
SHARPE & THOMSON,
127 stu th 6m No. 259 N. SECOND Street. THOMPSON'S LONDON KITCHENER.

#### RAILROAD LINES.

BALTIMORE AND OHIO RAILBOAD.

MORE and Washington and BALTIMORE and Washington and THE WEST are

MORE and WASHINGTON AND THE WEST are now run as follows, vie;—
FOR BALTIMORE,
Leave daily, except Sunday, at 700, 744, and 1230 P,
M., and 206, and 4 35 and 8 45 P. M.,
OR ALL WAY STATIONS,
Leave daily, except Sunday, at 700 A. M., and 200 and 845 P. M.
FOR WAY STATION SOUTH OF ANNAPOLIS
Leave at 615 and 700 A. M., and at 200 and 435 P, M.
FOR ANNAPOLIS. P. M. FOR ANNAPOLIS.
Leave at 7:00 A. M. and 4:30 P. M. No trains to 0 r

Leave at 7:00 A. M. and 4:30 P. M. No trains to 0 r from Annapolis on Sunday.

ON SUNDAY.

FOR BALUMORE.

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

FOR MALUMORE.

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

For New York, Pulladeiphia, and Boston, see advertisement of "Through line."

J. L. Willson, Master of Transportation, L. M. COLE, General Ticket Agent, 225†] GEORGE S. KOONTZ, Agent, Washington, TREIGHT LINES FOR NEW YORK AND

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
Kailroads, from Wainut street wharf.
INCREASED DESPATOH.
Freight for all way points on the Camden and
Amboy, Freshold 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 Ballroads, 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 everyinstance be sent with each load of goods.
WALTER FREEMAN, Agent,
No. 328 S. Delaware Avenue,
Philadelphia.

INTERNAL REVENUE.

# DRINCIPAL DEPOT

FOR THE BALE OF

United States Revenue Stamps,

NO. 204 CHESNUT STREET.

CENTRAL DEPOT,

:NO. 193 SOUTH FIFTH STREET,

(One door below Cheanut street).

ESTABLISHED 1862.

Our stock comprises all the denominations printe

ALL ORDERS FILLED ANE FORWARDED BY MAIL OR EXPRESS IMMEDIATELY UPON RE-CEIPT, a matter of great importance.

The Commission is payable in stamps, All orders, etc., should be addressed to

STAMP AGENUY.

HO. 364 CHESNUT STREET,

PHILADELPHIA

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

We have constantly on hand

UNITED STATES POSTAGE STAMPS OF A BINDS, AND STAMPED ENVELOPSS.