A LEGAL ROMANCE.

The House of Lords, sitting as a Court of Appeal, have finally disposed of a case which has troubled the Courts of Law in Scotland, with more or less of interruption, for the last thirty years, and which, in some of its phases, presents circumstances as romantic as any of those that are to be found in the French causes celebres.

The Scottish earldon of Stirling, which was created, we believe, in the reign of Charles I, and which was endowed by that monarch with possessions in North America, equal in extent to a European kingdom, together with the privilege of granting patents and creating dignities, such as are usually considered to be sacred to royalty alone, is now finally extinguished. The title, indeed, has been dormant for many years—or, rather, it has been in that semi-vital state in which a person lays claim to the property of it without having the power to make his title good; while, at the same time, he is allowed to assert it because no one has an interest in disputing his claim. More than one of the old historic titles of Scotland have thus fallen into abeyance, and have been picked up and worn, with more or less of genuine belief in their own right, by individuals of the humblest rank. Our readers will no doubt be familiar with the story told by Hugh Miller of the hodman in Edinburgh who claimed to be the lineal descend ant of the old Earls of Craufurd, and whose sertion was admitted, while it was ridiculed by the masons, who delighted to call to him: "John, Earl of Craufurd and Lindsay, bring me another hod of time." The claimants of the Earldom of Stirling had not fallen so low in the social scale; on the contrary, they had wealth and wealthy friends, and it was their determination to bring their right, not to the title only, but to the more semi-royal rights conferred on that title by the sovereign, to the decision of the courts of law, that first moved the Crown to interiere and remove the investigation of the case from the civil to the criminal courts-from an investigation of the pedigree of the claimant to an accusation that the principal documents on which he rested his claim were arrant

The documents on which the claimant rested his title were of a singular character, and they had as singular a history. They had been pro-cured in France through the medium of a fortune-teller, who was of great notoriety in Paris in her day, and whom the wife of the claimant had gone to consult about the chances of the success of her husband's claim. Long and mysterious communings took place between them, the issue of which was that the Parisian sibyl not only predicted speedy and orilliant success, but rendered more substantial and worldly aid by furnishing documents which, if genuine, placed the reality of his title beyond doubt. These documents were produced in the Court of ession, and the natural consequence was, that on the fatth of them he was served heir to the title. But on their produc-tion, strong doubts of their genuineness sprung up in the minds of the law officers Crown, who, of course, watched with a jealous eye the progress of a suit that was to place a subject on a level with the sovereign in the granting of patents and creating dignities in a portion of her dominions. Secret and searching inquiries were set on foot in Paris; and enough light was thrown on the transac-tions to induce the Lord Advocate of the day to indict Mr. Alexander, the claimant of the case, before the High Court of Justiciary, for the crime of forgery. The documents that were brought forward to establish the claim were now used to demonstrate his crime; and many witnesses were brought from France to testify, not only to the spuriousness of the documents, but also to the manner in which the forgeries had been manipulated.

One piece of evidence was remarkable for the subtlety, precision, and fulness with which forgery was shown in a case where at first sight there seemed to be no posibility of fraud. It was an old map of the Canadas, drawn at a time when Canada was in the possession of France, and which, it was averred, had been in the possession of Louis XIV. This was evident, for on the back of it were written some remarks by the king's own hand in reference to Canada, and to the adjoining English province of Nova Scotia. The map indeed, seemed to have passed through the hands of all the Paris celebrities of that period, for not only had the king scribbled on the back of it, but Bossuet, Mazarin, and, on the back of it, but Bossuet, Mazarin, and, indeed, the whole Court circle had followed the royal example. And, what was still more remarkable, the notes of every one of them bore reference in one form or other to the extensive rights in North America, granted by the charter of the English monarch to the earldom of Stirling. The map purported to be executed in a given year by an engraver who styled himself map-maker to the king. So far all was clear. It was curious that all these royal or courtly personages should have so fall a knowledge of the rights of the Stirling family, and should take so much interest in their for tunes, but plausible reasons were given why they should do so; and it was impossible to prove the negative. But from out of this apparently solid and compact evidence the ingenuity Crown lawyers coiled the means of its complete destruction, and the tearing to tatters of the whole cleverly constructed evidence in the case. A witness was brought from the French archives in Paris, who proved that at the date of the map, as given in the margin, the engrayer did not enjoy the title of map-maker to king, and that he did not attain that honor till several years afterwards, in the following reign. To explain the discrepancy which was thus apparent between the title and the date, the witness stated that it was common in France, as we believe it is in this country also, to opgrave on the plate from which the man is printed every new bonor to which the engraver attains, hammering out, if need be, any previous honor he may have held, but not altering more than is necessary, and especially leaving the date of the year when the plate was first engraved untouched. That it was plain to demonstration that the particular copy of the map on which the prisoner relied could not pos-sibly have been printed until the engraver had attained the office which it certified; and it was clearly proved that at that date all the illustrious persons who had written their comments on its back had been long dead. The evidence was conclusive-the forgery was parpable.

But it was not so clear who was the forger. There was great sympathy felt for the aged prisoner, as he stood there in the felon's dock, charged with a crime of which those who knew him most intimately believed him to be incapable. This was shown in a touching manner by the appearance by his side in the dock of that distinguished military officer, Sir Charles d'Albrac, the then Commander of the Forces in Ireland, who came over expressly to testify to his belief in the character of his friend. The trial lasted for several days; and day by day, as duly as the prisoner was placed at the bar, the grand old soldier, in the true spirit of chivalry, took his place at his side. His appearance could not but have its effect on the jury; and besides, white the evidence was full and precise as to the forgery, and while it went far to implicate some other members of the prisoner's family in suspicious dealings with the fortune-teller, there was nothing to militate against the idea that the prisoner himself was the dupe of cleverer and less scrupulous wits than his own. The verdict was given in that spirit. The jury found that the documents reited on were palpable forgeries; but they acquitted the prisoner of all guitty and wledge them as torgeries. When the prisoner heard this verdict, which, while it cleared his moral character, shattered all the high Lopes of honor and dignity be had entertained, nature gave way, and he fell fainting into the arms of his friend. The prisoner was therefore, set free, but the documents on which the trial had turned were impounded, and in the following year an action of reduction was brought upon the service of heirship, which be had obtained in the previous year. This was in 1839, and from that time the matter has slept till a few months ago, when the son of Mr. Alexander proposed to carry on the appeal in the House of ords, against the decree of reduction in the Court of Session, which had been given notice of thirty years before, but never prosecuted till now. His claim was admitted, and the case was heard; but the case on its own merits was altogether untenable, and the appeal was dismissed with costs. We may, therefore, assume that now at least we have heard the last of the claim to the Earldom of Stirling, and its semi-royal privileges across the Atlantic .- The London

SHIPPING.

The Inman Line, under contract with the United takes and British Governments, for carrying the

NORTH AMERICAN
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PRANGEMENT,

Salling from New York on the 5th and 20th of EVERY MONTH, or the day before when these date.

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Passage lower than by any other line.

For information address

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No. 217 WALNUT Street, Phitadelphia, Pa.,

W. H. WEBB, President, UHAS, DANA, Vice-President, Office-54 EXCHANGE Place, New York, 23 5m. PASSAGE TO AND FROM GREAT

PASSAGE TO AND FROM GREAT PASSAGE TO AND FROM GREAT BY STEAMSHIP AND SAILING PACKET, AT REDUCED RATES.

DRAFTS AVAILABLE THEOUGHOUT ENGLAND, IRELAND, SCOTLAND, AND WALES. For particulars apply to No. 26 SOUTH Street, and No. 28 BROADWAY, Or to THOMAS T. SEARLE, No. 217 WALNUT Street,

NEW EXPRESS LINE TO ALEX D. C., via Ches-peake and Delaware Canal, with con-nections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton

for Lynchburg, Bristo, Khozynie, Sturday at noon and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf a nore Market street,
Freight received daily, WM, P. CLYDE & CO.,
No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetown.
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NOTICE FOR NEW YORK, VIA NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of this lies leave DAILY
from first wharfbelow Market street.
THROUGH IN 24 HOURS,
Goods forwarded by all the lines going out of New
York. North. East, and West, free of commission,
Freights received at our usual low rates,
WILLIAM P. CLYDE & CO., Agents.
WILLIAM P. CLYDE & CO., Agents.
JAMES HAND, Agent.
No. 148. WHARVES, Philadelphia,
No. 118 WALL Street, corner of South, New York.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST,
At noon, from FIRST WHARF above MARKET Street.

At noon, from FIRST WHARF above MARKET Street.

THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Seaboard Air Line Railroad, connecding at Portsmouth and to Lyachburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Reilroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE. The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of ireight.

No charge for commission, drayage, or any expense of transfer.

Steamships insured at lowest rates.

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W. P. PORTER, Agent at Richmond and City Point.
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FOR NEW YORK—SWIFT SURE
Transportation Company Despatch
a wattever Lines, via Delaware and Rarian
Canal, on and after the 18th of March, leaving daily at
12 M. and 5 P. M., connecting with all Northern and
Eastern lines,
For freight, which will be taken on accommodating
terms, apply to WILLIAM M. BAIRD & CO.,
No. 182 S. DELAWARE Avenue,

LORILLARD'S OUTSIDE LINE. FOR NEW YORK. GREAT REDUCTION IN FREIGHTS. Goods oy welsht, it cents per loo by, gross, Measurement goods, 4 cents per cubic foot, Freights received at all times, and insurance guar

Freights received at all times, and the state of a steed at three-eighths per cent, For further information, apply to JOHN F. OHL, Pier 19 North Wharven,

STEAMBOAT LINES.

BRISTOL LINE BETWEEN NEW YORK AND BOSTON,

VIA BRISTOL. For PROVIDENCE, TAUNTON, NEW BEDFORD CAPE COD, and all points of railway communication. East and North.
The new and applanted tion. East and North.

The new and spiendid steamers BRISTOL and PROVIDENCE, leave Pier No. 40 NORTH RIVER, foot of Canal street, adjoining Debrasses Street Ferry, New York at 5 P. M., daily, Sundays excepted, connecting with attamboat train at Brisiol at 4 30 A. M., arriving in Boston at 6 A. M., in time to connect with all the morning trains from that city. The most desirable and pleasant rome to the White Mountains, Traveliers for that point can make direcs connections by way of Providence and Worcester, or Boston. State-rooms and Tickets secured at office on Pier in New York.

ork. H. O. BRIGGS, General Manager.

FOR CAPE MAY. On TUESDAYS, THURSDAYS, and SAIUKDAYS, and SAIUKDAYS.

The splendid new steamer LADY OF THE LAKE, Capiain INGRAM, leaving Pier 19 above Vine street, every Tuesday, Thursday, and Saturday at 915 A.M., and returning from Cape May on Monday, Wednesday, and Friday,

FARE......\$2°25, including Carriage Hire,
Servants....\$1°50, "

Season Tickets, \$10. Carriage Hire extra.

The Lady of the Lake is a fine sea-boat, has hand some state-room accommodations, and is fitted up with everything necessary for the safety and comfort of passengers.

GH. HUDDELL.

CALVIN TAGGART.

Office—No. 38 N. DELAWARE Avenue, [6 300]

FOR CHESTER, HOOK, AND WILMINGTON-At 8 30 and 9 50 A. M.
The steamer S. M. FELTON and ARIEL leave CHESNUT Street Wharf (Sundays excepted) at 5 30 and 9 50 A. M., and 3 50 P. M., returning leave Wilmington at 6 50 A. M., 19 50, and 3 30 P. M. St. pplug at Chester and Hook each way.

Fare, io cents between all points.

Excursion tickets, 15 cents, good to return by either boat.

6 3 tf

PHILADELPHIA AND TRENS
ton Steamboat Line.—The steamboat
EDWIN FORREST leaves ARCH Street Wharf, for
Trenton, stopping at Tacony, Torresdale, Beverly,
Burlington, Brisiol, Florence Robbins' Wharf, and
White Hill, ves Arch Street Wharf Leaves South Trenton Leaves Arch Street Wharf Leaves South Trenton Saturday, July 25, 252 A.M. Saturday, July 25, 9 A.M. Sanday July 25, 10 Saturday, July 25, 9 A.M. Sunday July 25, 10 Saturday, July 25, 10 Saturday, July 25, 10 Saturday, July 25, 10 Saturday, 10 Saturday,

OPPOSITION TO THE COM-Steamer JOHN SYLVESTER will make daily excursions to Wilmington (Sundays excepted), touching at chester and Marcus Hook, leaving ARCH Street wharf at 10 A. M. and 4 P. M., returning, leave Wilmington at 7 A. M. and 1 P. M.

Light freights taken.

L. W. BURNS.

DAILY EXCURSIONS.—THE splendid steambeat JOHN A. WAR-DER. reaves CHESNUT Street Wharf, Philada, at 2 o'clock and 6 o'clock P. M., for Burlington and Bristol, touching at Riverton. Torresdale, Andalusia, and Reverly. Returning, leaves Bristol at 7 o'clock A. M. and 4 P. M.

Fare. 25 cents each way: Excursion 40 cts. 411 tf

W I L L I A M S. G R A N .

Ne. 8 S. DELAWARE Avenue, Philadelphia,

AGENT YOR

Dupont's Gunpowder, Refined Nitre, Charcoal, Etc.

W. Baker & Co.,'s Chocolate Cocos, and Broma.

Creeker, Bros. & Co.,'s Yellow Metal Sheathing.

Bolts and Nair.

RAILROAD LINES,

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

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

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sandaya excepted), as follows:—

cepted), as follows:—
At 8 to A. M.—Accommodation for Fort Wash-ington.

cepted). as follows:—
At 8 M. M.—Accommodation for Fort Washington.
At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Fennsylvania stationad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Rasiroads for Easton, Alientown, Catasanqua. Shatington, Masach Chunk Weatherly, Jeanesville, Hastleton, White Haven, Wilkesbarre, Kingston, Pitteton, and all points in Lehigh and Mahanoy Raliroad for Mahanoy City; and Wilkesbarre, Kingston, Pitteton, and all points in Lehigh and Mahanoy Raliroad for Rupert, Danville Milton, and Wilkinssa Raliroad for Rupert, Danville Milton, and Wilkismaport Arrive at Mauch Chunk at 1206 A. M.; at Wilkesbarre at F. M.; at Mahanov City at 2 F. M. Passengers by this train cast take the Lehigh Valley Train, passing Bethlehem at 1155 A. M. for Eastos, and points on New Jersay Central Raliroad to New York.
At 5 45 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro' and Hartsville, by this train take Siage at Old York Road.
At 1970 A. M.—Accommodation for Fort Washington, stopping at all intermediate Stations.
At 745 P. M.—Lehigh Valley Express for Bethlehem, Alientown, Masach Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shehnandosh, Mt. Carmel, Pittaton and Scranton, and all colors in Mahanoy and Wyeming Coal Regions.
At 235 P. M.—Accommodation for Doylestown, stopping at all Intermediate stations.
At 316 P.M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Alientown, Mauch Chunk, White Haven, Wilkesbarre, and Scranton, Passengers for Greenvilletare this train to Quakertown, and for Sumneytown to North Wales.
At 616 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 60 P. M.—Through accommodation for Lansdale, stopping at all lutermediate stations.
At 1130 P. M.—Accommodation for Fort Washington. TRAINS ARRIVE IN PHILADELPHIA.
From

From Bethlehem at 900 and 1705 A. M., 200 and 830 P. M., and 2700 P.M. Trains makes direct connection with Labigh Valley and Labigh and Susquehama trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazieton.
Passengers leaving Wilkesbarre at 1.45 P.M. connect at Bethlehem at 605 P. M., and arrive in Philadelphia at 830 P. M.
From Doylestown at 8.25 A. M., 500 and 7.60 P. M.
From Lansdale at 730 A. M.
From Fort Washington at 9.30, 10.45 A. M. and 31 P. M.

On. TRAINS ARRIVE IN PHILADELPHIA.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 2:30 A. M.
Philadelphia for Doylestown at 2:00 P. M.

Doylestown for Philadelphia at 7:30 A. M.
Bethlehem for Philadelphia at 4:30 P. 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.

Onion Line run within a short depot.

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

ELLIS CLARK, Agent.

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

WEST CHESTER AND PHILADELPHIA WEST CHESTER AND PHILADELPHIA

RAILROAD.—SUMMER ARRANGEMENT,
On and after MONDAY, April 13, 1868, Trains will
leave as follows:—
Leave Philadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 715 A. M., 11 A.
M., 230 P. M., 415 P. M., 430 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia, from Depot
on east Market street, at 3.15 A. M., 715 A. M., 730
A. M., 1046 A. M., 136 P. M., 409 P. M., 655 P. M.
On and after Monday, June 15, an additional Train
will leave Philadelphia for Media and Intermediate
Points at 630 P. M.
Trains leaving West Chester at 730 A. M., and
leaving Philadelphia at 450 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 Obester at
715 A. M., and going West will take train leaving
Philadelphia at 450 P. M., and transfer at B. G. Junction.
The Depot in Philadelphia is resched directly by

Philadelphia at 100 7 and the tion.

The Depot in Philadelphia is reached directly by the Chesnut and a Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its on Sundays, Leave Philadelphia at 700 A. M. and 200 P. M. Leave West Chester at 745 A. M. and 800 P. M. Trains leaving Philadelphia at 715 A. M. and 418

Trains leaving Philadelphia at 7:15 A. M. and 4:55 P. M., and leaving West Chester at 7:36 A. M. and 4:56 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 Apparatouly, 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 4. Philadelphia, April 1st, 1868.

FOR CAPE MAY VIA WEST JERSEY RAIL-HOAD.—From foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July 18, 1888, Trains leave as follows for Cape May:— 9:00 A. M., Cape May Express. due at 12:25 (noon), 2:15 P. M., Cape May Pessenger, due at 7:15 P. M. 4:00 P. M. Fast Express. due at 0:35 P. M.

9:00 A. M., Cape May Express due at 17:25 (noon),
2:15 P. M., Cape May Pessenger, due at 7:15 P. M.,
4:00 P. M., Cape May Pessenger, due at 7:15 P. M.,
4:00 P. M., Cape May Express, due at 12:07 P. M.,
5:00 P. M., Cape May Express, due at 12:07 P. M.,
5:00 P. M., Cape May Express, due at 12:07 P. M.,
Sunday Mail and Passenger train leaves Philadelphia at 7:15 A. M. Returning leaves Cape Island at 5:10 P. M., Cape May Ereight trains leave Camden daily at 9:20 A. M., and Cape Island at 6:45 A. M.,
Commutation Tickets, \$1.0; Commutation Tickets between Philadelphia and Cape May, at the following rates:
— annual Tickets, \$1.0; Quarterly Tickets, \$50, for sale at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 528 Chesnut street (under the Combental 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, Milivilie, Vinetand, and intermed are Stations, at 8:00 A. M. and 3:0 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

daily, at 12 (noon)
Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

DHILADELPHIA AND BALTIMORE CEN
THAL RAILROAD — SUMMER ARRANGE
MENT.—On and after MONDAY, April B, 1898, trains
will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—
Al 718 A, M, and 450 P. M., and leave Rising Sun at
215 P. M.
A Market, Train with December 1998. A Market Train, with Passenger Cara attached, all rungen TUESDAYS and FRIDAYS, leaving the Rising San 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 2:36 P. M.; runs through to Oxford. leaves Philadelphia at 738 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 Lascaster county. Returning, leaves Peach Bottom to connect at Oxford with Afternoou Train for Philadelphia.

The strain leaving Philadelphia at 450 P. M. runs to Rising Sun, Maryiand.

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

General Superintendent.

THROUGH LINE BETWEEN WASHINGTON

PHILADELPHIA, AND NEW YORK,
Trains between Washington and New York are
ow run as follows, viz.:FOR NEW YORK, without change of cars, Leave daily (except Sunday) at 7-48 A. M., 12-30 and 7 P. M. FOR PHILADELPHIA.

Leave daily (except Sunday) at 745 and 12 15 P. M., and 4 25 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 SLEEPING CARS for New York on 7P. M. train daily.

Through Tickets to Philadelphia, New York, or Boston, can be had at the Einton 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.

Bee Baltimore and Ohio Ralifroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

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

225:1 GEO S. KOONTZ. Agent, Washington.

PAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wikesbarre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its

all points on Lehigh Valley Eastrona 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,
E. 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 2] ELLIS CLARK, Agent.

TTHE ADAMS EXPRESS COMPANY, OFFICE PACKAGES, Merchandise, Bank 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.

2271

JOHN BINGHAM, Superintendent.

RAILROAD LINES,

READING BAILROAD.—GREAT TRUNK LIME from Philadelphia to the interior of ennsylvania, the Schupikin, Susquehanna, Cumeriand, and Wyoming Valleys, the North, Northest, and the Canadas. Summer Arrangement of assenger Trains, Monday, May 3, 1885, leaving the ompany's Depot, Thirteenin and Callowhill streets, hiladelphia, at the following house.

MORNING ACCOMMODATIONS.—At 7:36 A. M. or Reading and all intermediate stations, and Allen Wh.

MORNING ACCOMMODATIONS.—At 736 A. M. for Reading and all intermediate stations, and allen town.

Beturning, leaves Reading at 630 P. M., arriving in Fhiladelphia at 240 P. M.

MORNING EXPRESS.—At 515 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Famaqua, Sundhuy Williamsport, Elmira Rochester, Niagara Falls, Buffallo, Wilkesbarre, Pittston, York, Caribie, Chambersburg, Hagerstown, etc.

The 736 train connects at Reading with the East Pennsylvania Rallroad trains for Allentown, etc., and the 8'15 A. M. connects with the Lebanon Valley train for Harri-burg, etc.; at Port Clinton with Catawish Realized Grant For Williamsport, Lock Haven, Emfra, etc.; at Harrisburg with Northern Central, Comberland Valley, and Schuylkill and Scagaehanne trains for Northumberland, Williamsport, York, Chambersburg Pinegrove, etc.

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

POTTSTOWN A COMMODATION.—Leaves Pottstown at 5'45 A. M., stopping at intermediate stations:

town at 645 A. M., stopping at intermediate stations arrives in Philadelphia at 905 A. M. Returning leaves Philadelphia at 450 P. M.; arrives in Posssown at 635

Philadelphia at 4 50 P. M.; arrives in Poisstown at 6 50 P. M.

READING ACCOMMODATION—Leaves Reading at 7 50 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 5 16 A. M., and Pottsville at 8 45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 2 05 P. M.; arriving at Philadelphia at 6 45 P. M. Arternoon at all a leave Harrisburg at Philadelphia at 6 45 P. M. Connecting at Residing with Alternoon Accommodation south at 6 50 P. M., arriving in Philadelphia at 9 10 P. M. Market train, with a Passenger car attached, leaves Philadelphia at 12 45 boon for Pottaville 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 8 500 A. M., and Bhiladelphia at 13 15 P. M.; leave Philadelphia for Reading at 8 50 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 50 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 50 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 50 A. M., returning from Reading at 4 25 P. M.; leave Philadelphia for Reading at 8 50 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., 12:48 and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 6:30 A. M., 1:00, and 5:45 P. M.

FERKIOMEN 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 1:35 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville. and 139 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5 0) and 8 00 P. M., passing Reading at 1 A. M., 150 and 19 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Raitroad Express Trains for Pittsburg, Chicago, Williams port, Elmira, Baltimore, etc. Returning, Express Train leaves Harrisburg, on arrival of Fenns, Ivania Express from Pittsburg, at 8 and 5 25 A. M., 985 P. M., passing Reading at 4 9 and 7 16 A. M., and 11 40 P. M., arriving at New York, 10 10 and 11 5 A. M., and 5 0 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 RAHROAD.—Trains leave Poitsville at 6 20. 11 00 A. M., and 7 16 A. M., and 4 35 P. M.

BCHUYLKILL AND SUSQUEHANNA RAHL

P. M.,
SCHUYLKILL AND SUSQUEHANNA RAILROAD,—Trains leave Anburn at 7:25 A. M. for Pinegrove and Harrisburg, and at 12:45 P. M. for Pinegrove and Tremont; returning from Harrisburg at
2:55 P. M., and from Tremont at 7:40 A. M., and 5:85

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

Excursion Tickets from Philadelphis to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Tvain, Reading and Pottstown Accommodation Trains, at reduced

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate islations by Reading and Pottstown Accommodation Trains at reducedrates.
The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237S. Pourin street, Philadelphia, or O. A. Nicholls, General Super-

Intendent, Reading, or 0, A. Eccous, General super-intendent, Reading.
Commutation Ticket at 25 per cent, discount, ke-tween any points desired, for families and firms.
Mileage Tickets, good for 2000 miles, between al 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 Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at halfare.

Excursion lickets from Philadelphia to principal stations, good for Saturday, sunday, and Mionday, 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 Depoi, Broad and Willow streets.

Freight Trates leave Polladelphia dully at 5-30 A. M., 12-45 noon, and 6 P. M., for Reading, Leoning, Harrisburg, Pottaville, Port Clinton, and all points beyond. beyond, halls close at the Philadelphia Post Office for all places on the road and its branches at 5 A.M., and for the principal stations only at 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.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1868. SUMMER TIME, TARING EFFECT MAY 11, 1868. The trains of the Pransylvama Scatral Railread 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 From and Earket streets intry minutes before its departure. The Chesunt and Walnut atreets 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.

Sie ping Car Tickets can be had on application at the Ticket office N. W. corner Nimh 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 Nc. 9ct Chesnut street, or No. 116 Market Street, will receive attention.

receive attention. LEAVE DEPOT, VIZ:-

Mail Trails 600 A, M. Paoli Accommodation, Ro. 1 1000 A, M. Foat Line 200 M. 870 P. M. 11:15 P. M. 11:15 P. M. TRAINS ARBIVE AT DEPOT, VIZ.:

Cincinnati Express 135 A. M.
Philadel his Express 7-10 A. M.
Paoh Accommodation No. 1 8-20 A. M.
Erie Mist 7-10 A. M.
Parkenburg Train 9-10 A. M.
Fast Line 9-35 A. M.
Lancaster Train 12-30 P. M.
Erie Express 50 P. M. Frie Express. Paoli Accommodation, Nos. 2 and 3.3 40 and 7:10 P. M.

Day Express. 500 P. M.
Barrisourg Accommedation. 500 P. M.
Barrisourg Accommedation. 500 P. M.
Por further info mation apply to
JOHN C. ALLEIN. Ticket Agent,
No. 801 CHESNUT Street,
FRANCIS FUNK Taket Agent,
No. 116 MARKET | treet,
SAMUEL B. WALLACE,
Ticket Agent, the Depart

The Pennsylvania Raliread Company will not assume any risk for Raggage, except for Wearing Apparel and limit their responsibility to One Hondred Dollars in value. All Raggage exceeding that amount in value withe at the risk of the owner, unless taken by special contract. EDW ARD H. WILLIAMS. by special contract. EDWARD H. WILLIAMS, 42b General Superintendent, Altoona, Pa.

General Superintendent, Altoona, Pa.

DHILADELPHIA, GERMANTOWN, AND NOSRISTOWN RAILEOAD—TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A, M., 1, 2, 254, 254, 4, 5, 574, 6 10, 7, 8 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 75, 8, 8, 20, 9, 10, 11, 12 A, M., 1 2, 2 4, 434, 6, 655, 7, 8, 9, 10, 11 P, M.

The 8 20 Down Trails, and 355 and 555 Up Trains will not stop on the Germantown Branch,

ON SUNDAYS.

Leave Philadelphia 25 A, M., 2, 7, 10M P, M.

Leave Germantown 85, A, M., 1, 6, 954, P, M.

Leave Philadelphia 25, A, M., 2, 7, 10M P, M.

Leave Chestnut Hill 716, 8, 9:40, and 11:10 A, M., 1'40, 3'40, 5'90, 6'40, 8'40 and 10'40 P, M.

Leave Chestnut Hill 7716, 8, 9:40, and 11:10 A, M., 1'40, 3'40, 5'90, 6'40, 8'40 and 10'40 P, M.

Leave Chestnut Hill 7750 A, M., 12'40, 5'40 and 9'25 P, M.

Leave Chestnut Hill 750 A, M., 12'40, 5'40 and 9'25 P, M.

DOS CONSHOHOCKEN AND NORRISTOWN.

Leave Chestnot Hid 7:80 A. M., 12:40, 5:40 and 9:25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5%, 5%, 8:06 and 11% P. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 1%, 3, 4%, 6%, and 8% 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 6:7%, 9, and 11:65 A. "1%, 3, 4%, 5%, 5%, 6M, 8:05, and 11% P. M.
Leave Manayunk 6:10, 7%, 5:20, 9%, and 11% A. M., 2, 3%, 5, 6%, and 9 P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
Leave Manayunk 7% A. M., 6 and 9% P. M.
W. S. WILLSON, 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 controls of Smilles. pertrains of families.

WM. W. HARDING, Publisher,

ENO. \$25 CHRENUT Street below Fourth

RAILROAD LINES.

1868 -FOR NEW YORK -THE CAMDEN AND TRENTS NEALENGAD COMPANY LINES, FROM PHILADELPHIA TO REW YORK AND WAY PLACES, FROM WALNUT STREET WHARF.

A15-30 A. M., VIR Camden and Amboy Accommodation. Als A. M., via Camden and Jersey City Ex-At 8 P. M., for Amboy and intermediate stations.
At 8 20 and 8 A. M., 2 and 2 39 P. M., for Freehold.
At 8 and 10 A. M., 2 32 and 4 30 P. M. for Trenton.
At 5 30, 8, and 10 A. M., 1, 2, 3 23, 430, 430, 6 and 11 30
P. M. for Bordentown, Burlington, Beverly, and

Delanco,
At 520 and 10 A, M, 1, 2, 8, 3-30, 4-30, 6, and 11-30 P. M.,
for Florence,
At 520 and 10 A, M., 1, 3, 4-30, 6, and 11-30 P. M.,
for Florence,
At 520 and 10 A, M., 1, 3, 4-30, 6, and 11-30 P. M. for
Edgewater, Riverside, Etverton, and Palmyra, 2 P.M.,
for Riverton and 3-30 P. M., for Palmyra,
At 520 and 10 A, M., 1, 8, 4-30, 6, and 11-30 P. M. for
Fish House,
The 1 and 11-30 P. M. Lines toave from Market The 1 and 11:30 P. M. Lines toave 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, 2:30, 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 6 P. M. for Morrisville and Toilyiown.
At 7 and 10:15 A. M., 2:30, and 6 P. M. for Schanness and Eddington.

At 7 and 1918 A. M., 230, and 5 P. M. for Schancas and Eddington.

At 7 and 1915 A. M., 230, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesourg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.

FROM WEST PHILADELPHIA DHPOT, via Connecting Railway,

At 930 A. M., 1 80, 630, and 12 P. M. New York Express Lines, via Jersey City, Fare \$325.

At 1 A. M., Emigrapt Line, Fare, \$2.

The 930 A. M., and \$30 P. M. Lines will run dally.

All others, Sundays excepted.

At 930 A. M., 130, 630, and 12 P. M. for Trenton.

At 920 A. M., 638 and 12 P. M. for Bristol.

At 92 A. M., 638 and 12 P. M. for Bristol.

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At 92 A. M., 638 and 12 P. M. for Bristol.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chemnatstreet, 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 RAYLEGAD LINES BELVIDERE DELAWARE RAILBOAD LINES.
From Kensington Depot.
At7*00 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Elmira, Ithaca, Oweso, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At700 A. M. and 8*30 P. M. for Scranton, Stroodsburg, Water Gap, Belvidere, Easton, Lambertville,
Flemington, etc. The 2*30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chank,
Allentown, Bethlebem, etc.
At 5 P. M. for Lambertville and intermediate Statlons.

CAMDEN AND BUBLINGTON CO., AND PEMBERTON AND HIGHTSTOWN BAILROADS, BERTON AND HIGHTSTOWN RAIL MOADS,
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, Ewausville, Viucentown. Birmingban, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imiaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each Pitty pounds of baggage only are allowed each passenger. Passengers are probibited 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 soid and baggage checked direct through to Hoston, Worcester, Springdeld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utca, Rome, Syracuse, Rochester, Burlaio, Niagara Fails, and Suspension Bridge.

An e-diltional Ticket Office is located at No. 528 Chesnat street, where Tickets to New York and all important points North and East may be procored. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Eaggage 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 Jeriey City and Camden; at 630 P. M. via Jerney City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philagen; this Philadelchia, From Pier No. 1 North River at 5:30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden, William H. GATZMER, Appl. DHILADELPHIA, WILMINGTON AND BAL

DHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILROAD.
TIME TABLE.

TODE TABLE.

Way-Mail Train at \$59 A. M. (Sundays excepted)
for Baltimore stopping at all Regular stations, consecting with Delaware restroad at Wilmington for
Crisseld and Intermediate Stations.

Exp. ess Train at 120 M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Oastle. Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at \$30 P. M. (Enndays excepted) for
Reltimere and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elikton, Northeast, Charlestown,
Perryville, Havre-de Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Steammer's Run.
Night Express at 11'00 P. M. (Dally) for Baltimore
and Washington, stopping at Perryville and Havrede-Grace, Connects at Wilmington (Saturdays excepted) with Delgware Railroad Line, stopping
at New Castle, Middletown, Clayton, Dower
Harrington, Seatord, Satsoury, Princess Anne, and
connecting at Crisfield with Boat for Fortees Monroe, Norfolk, Portsmouth, and the South,
Passengers for Forters Mouroe and Norfolk vis
Baitimore will take the 12.00 M. Train. Vis Orisheld
will take the 11'00 P. M. train.

Stopping at all stattons between Philadelphia and
Wilmington.
Leav Philadelphia at 11'00 A. M., 230, 5'00, 7'00,

Wilmington.
Leav Philadelphia at 11:00 A. M., 2:30, 5:00, 7:06, and 11 b) (daily) P. M., The 5:00 P. M. Train counces with Delaware Railroad for Harrington and interwith Delaware Railroad for Harrington and inter-mediate stations.

Leave Wilmington 7:00 and 8:10 A. M. (daily), 1:30 (18, and 7:30 (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; 8:35 P. M., Express; 8:35 P. M. Express; 8:35

Leave Baltimore 725 A. M., Way-stan: ve acxpress; 225 P. M., Express; 535 P. M., Express; 835 P. M., Express; 835 P. M., Express; 835 P. M., Express; 835 P. M., atopping 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 have passengers from Washington or Baltimore, and at Chester to have passengers from Washington or Baltimore. Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 825 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 realdence by the Union Transfer Company 481 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 SATUBDAY, July 4, trains will leave VINE Street Ferry as follows:-Special Excursion..... Mail.
Freight, with passenger car......
Express (through in two hours)...
Accommodation......

...5'50 A. M Haddonfield Accommodation Train leaves

Fare to Atlantic. \$2. Round trip tickets, good only for the day and train on which they are issued, \$3. 7 be Philadelphia Local Express Company, No. 525 CHESNUr Street, will call for bangage in any part of the city and suburos, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 525 CHESNUT Sirect.

D. H. MUNDY, Agent. PHILADELPHIA AND ERIE RAILROAD.

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 atter MONDAY, May It, 1888, the trains on the Philadelphia and Eric Ballroad will run as follows:—

	in it leaves william of the D M
	a arrives at Erle 8 50 P. M.
2	Pate Transcas leaves Philadelphia12 00 noon
	Erle Express leaves Williamsport 8'60 P. M.
	arrives at Erie,
	ti st ETTIVES BY LET TO THE STATE OF THE STA
٥.	Stati leaves Philadelphia 8'00 A. M.
	Eimira Mail leaves Williamsport 6'28 P. M.
	arrives at Lock Haven 745 P. M.
	" b" ELLIVES WARD,
	EAST WARD, TIME A SE
	Mail Train leaves Erie
	pinti di leaves Williamsport,
	a syrives at Philadelphia 7 10 A. M.
	Erle Express leaves Erle
3	Hrle Express tenves Elicanomic Control of the
	leaves Williamsport 8'15 A. M.
	a s arrives at Philadelphia 5'00 P. M.
	Mail and Express connect with Oil Creek and Alle-
Ε.	Billis Billis And Danger of the chart and through
	gheny River Hailroad. Baggage checked through.
	ALFRED L. TYLER,
	general Superintendent,
	AND THE PROPERTY OF THE PROPER

AUCTION SALES.

M. HOMAS & SONS, NOS. 139 AND 141

HANDSOME WALNUT FABLOR DINING-ROOM,
AND CHAMBER FURNITURE, FINE BRUS.
SELS, INGRAIN, AND CTHER CARPETS, ETC.
On Friday Morning,
July 31 at 16 o clock, at No. 111 North Seventh
street, above Maxier, by catalogue, the handsome
walnut rarior, dising-room and chamber turniture,
fine Brossels, fingrain, and other carpets; hair mattresses, China, etc.
728 32

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

SUPERIOR HOUSEHOLD FURNITURE, ROSE.
WOOD! AND MAHOGANY PIANO-FORTES,
WOOD! AND MAHOGANY PIANO-FORTES,
WOLLVET AND BRUSSELS CARPETS, MANTEL
AND PJER MIRRORS LARSE CASE OF BIRDS,
CHINA, KTC.

July 31, at 9 o'clk, at the Auction Store, 110 Chesnut
street, will be sold, a large assortment of Superior
Furniture, comprising parlor satis, in green and maroon; lush and hair cloth: ibrary saits, in red and
green reps; chamber suits finished in all and varnish;
mantel and pier glasses; large and smail book cases
and wardrobes; dinit g-room furniture; office desks
and ishles; Brussels and ibgrain carpets; Usina and
glassware; also, kitchen r-initure.

PIANO-FORTES AND CASE OF BIRDS,
At 1 o'click will be sold 5 rosewood and mahog any
plano-fortes and 1 large case of birds.

Also, 15 fine oil painuags.

Also, is fine oil paintings.

STUFFED BIRDS.—Also, a large case, containing SEWING MACHINES.—Also, several superior sew-

BUNTING, DURBOROW & CO., AUCTIONS
REEBS, Nos. 282 and 284 MARKET Street, COL.
Rer of Bank street. Successors to John B. Myers & Co. PIRST LARGE PERSPINTORY SALE OF 2000 CASES BOOTS, SHOES, TRAVELING BAGS, BTC., ETC., On Tuesday Morning, Aug. 4, at 10 o'clock, on four months' credit. [7 29 5t]

FIRST LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday & orning, Aug. 6, at 10 c'clock, on four months' credit. [7 29 76]

FIRST LARGE POSITIVE SALE OF CARPET-IN-S OIL CLOTHS, ETC., On Filday Moreing, Aug. 7, at 11 o'clock, on four months' credit [7 28106 MARTIN BROTHERS, AUCTIONEERS .-No. 529 CHESNUT St., rear entrance from Minor.

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

Sale No. 1522 N. Twelfth street.

HANDSOME WALNUT FURNITURE. VERY FINE PIER MIRRORS, HANDSOME BRUSSELS CARPEIS, ETC.

On Tuesday Morning
August 4, at 10 o'clock, at No. 1822 North Twelfth street, by catalogue, elegant walnut and hair-cloth Parior Suits: Etegere; handsome clied walnut Uhamber Suits; 2 cottage Chamber Suits; handsome iwalnut Dining-room Furniture; fine French-plate Pier Mirror, handsomely framed: lace Window Curtains; spring Beus and Mattresses; handsome Brussels and Ingrain Carpets; Kitchen Utensils, etc.

The Furniture has been in use but seven months, made to order by Henkels, and equal to new in every respect.

C. D. McCLEES & CO. AUCTICNEERS, No. 806 MAPRET Street. LIPPINCOTT, SON & CO., AUCTIONEERS.

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 commenditisely to general favor, belig a combination of wrought and cast iron. It is very simple in its construction, and is perfectly airtight, 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 bygrometric 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. NOTICE.-THE UNDERSIGNED

Philadelphia.

A large assortment of Cooking Ranges, Fire-board Stoyes, Low Down Grates, Vendiators, etc., always on hand, N. B.-Jobbing of all kinds promptly done. 5 107

THOMPSON'S LONDON KITCHENER,
OR EUROPEAN HANGE, for Families,
Hotels, or Public Institutions, in TWENTY
DIFFERENT SIZES, Also, Philadelphia
Ranges, Hot Air Furnaces, Portacle Heaters, Lowdown Grates, Fireboard Stoves, Rath Bollers, Stewhole Plates, Boilers, Cooking Stoves, etc., wholesale THOMPSON'S LONDON KITCHENER, and retail, by the manufacturers
SHARPE & THOMSON,
1 27 stu th 6m No. 269 N. SECOND Street.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—
Trains between WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST Are

hove run as follows, vir.:—

FOR RALTIMORE.

Leave daily, except Sunday, at 700, 745, and 1230 P.

M., and 220, and 430 and 845 P.

M. ALL WAY STATIONS.

Leave daily, except Sunday, at 760 A. M., and 290 And 8 45 P. M., STATION SOUTH OF ANNAPOLIS

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

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

FOR ANNAPOLIS.

Leave at 700 A. M. and 430 P. M. No trains to 0 r from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 745 A. M., and 430 and 845 P. M.

FOR WAY STATIONS.

Leave at 745 A. M., and 430 and 845 P. M.

FOR ALL PARTS OF THE WEST.

Leave daily, except saturday and Sunday, at 745 A.

M. 430 and 846 P. M.

On Saturday at 745 A. M., and 230 P. M.

On Sunday at 430 and 845 P. M., only, connecting at Relay station with trains from Baltimore to Wheeling, Parkersburg, etc.

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