#### SIR MORTON PETO.

Is be a True Representative of British Capitalists !- Some of his Financial Fransactions. From the Pull Mall Gazette, July 17.

Three years ago Sir Morton Peto and a party of friends made a run through the United States on a sort of self-appointed mission. They gave themselves out to be distinguished representatives of British capital and enterprise, and were received accordingly. Their progress was a series of leasts, at which the lofty character and beneficent achievements of the B. C.'s (a fond and familiar abbreviation of "British Capi-talists"), and especially of their leader, Sir M. Peto, were celebrated in conjunction with the stock sentiments about "tightening the bonds brotherhoed" and "Anglo Saxon kinship, The speeches were duly reported in the American newspapers, with a list of the dishes and detailed descriptions of the per-sonal appearance of the strangers; nor did Sir Morton omit to publish the regulation impressions de voyage on his return to England. Not long afterwards, the financial difficulties of the London, Chatham, and Dover Company having reached a crisis, and reflections been made by indignant shareholders against the contractors, Sir Morton Peto had the audacity to challenge the House of Commons (of which he was then a member) to appoint a committee to inquire into his conduct. The proposal was of course absurd, and was at once set aside; but the member for Bristol was rewarded by pertain conventional expressions of respect for himself personally, and for the class he was sup-posed to typily—the British merchant and man of business—which were drawn from Mr. Glad-stone and Mr. Di-raeli. There is certainly no reason to suppose that the sort of people who drank champagne and ate canvass back ducks in America at his expense, and then made speeches in his honor were at all serious in their landstions, or that the leaders of the two great parties in the House of Commons intended their remarks to be taken literally. But as Sir Morton Peto has for a good many years been putting himself forward, both at home and abroad, as a kind of representative man, some people may have rather confused ideas as to what it is he really represents. It is worth while to call attention to some proceedings in which Sir Morton has recently figured, in order to point sorton has recently agared, in order to point out certain differences between what in the language of the turf is called "public" and "private form," and to make it clearly understood, especially in other countries, that, though he may be a fine specimen of a certain school of speculators, his methods of business are not those upon which British merchants and capitalists generally pride themselves. When the great firm of contractors, Peto,

Betts, and Crampton, fatled in 1866, it was confidently asserted on their behalf that, though the panic which then prevailed rendered it impossible for them to obtain ready money to meet all demands, they had abundant resources to pay everybody in full. All they wanted was time to realize; they had more by a million. Sir Morton Peto said, than they owed. Since then these splendid calculations have gradually been taking another shape, and it now appears that the balance is about a million the wrong way. The liabilities of Peto, Betts & Crampton were, by their own admission, £1,007,676, reckoning the debt to the London, Chatham, and Dover Company at £365,000, as admitted by the bankrupts themselves. On the other hand, the assets were represented by two thousand pounds, exclusive of property held by creditors as security, a sum quite insufficient, as Mr. Linklater stated, to pay the mere costs of the proceedings in bankruptcy. Upon obtaining a discharge under such circumstances the bankrupts received, according to the reporters, "the earty congratulations of their friends,' the relations between these gentlemen and their creditors we have no remark to make. They seem to have kept their books properly, though the intricate relations between the two firms of Peto & Betts, and Peto, Crampton & Betts ruther bewilder inexperienced outsiders, especially when it appears that the latter made over some £800,000 to the former, and that Mr. Crampton is one of those chi-valrous, confiding creatures who never stoop to the sordid business of examining accounts. "I never looked at the books," said Mr. Crampton, "to see how the firm stood, I id not interiere with the arrai firm, financial or otherwise. If I had known the others wanted to keep money that was due to me I should have let them keep it." Here indeed is a model "B. C." That the proceedings in bankruptcy have not been carried any further may perhaps be not unreasonably attributed to the fact that the chase was costly and the game worthless. "Whether my clients," said Mr. Linklater, on behalf of the London, Chatham, and Dover Company, a proof upon the proceedings for £380,000, or for £6,600,000, the result would, unfortunately, be just the same—in neither case would there be any dividend."

It is in regard to the relations between Sir Morton Peto and the general public that the disclosures in the Bankruptcy Court are most signincant and instructive. The principles of the great art and mystery of financing are here laid sare. They can best be illustrated and explained by one or two examples. First take the case of the A and B Metropolitan Extension Stocks. It was arranged between the directors of the Chat-ham and Dove and Peto & Co. that the latter should be not only contractors but finance agents of the line, "conduit pipes," as Sir Morton described it, for the disposal of stock; that their remuneration should be in proportion to this double labor; and that they should be paid in shares at par, with 25 per cent, as commission. This was in the summer of 1860. Before autumn this agreement underwent some rather important alterations. The contract prices were made "somewhat blgher," as much as 20 per cent. higher, for example, as regards permacent way, the charge per mile being raised from £5107 to £6180; the expression "at par" was omitted, Sir Morton Peto "couldn't tell why;" and the contractors engaged to pay 6 per cent, interest on the B stock, in violation of the law prohibiting the payment of interest or dividend out of money raised or borrowed. For the purpose of floating the stock it was announced that the A shares were all taken, the fact being that not one was taken, though they had been nominally subscribed for; and the B shares were accompanied by the tempting offer of guaranteed interest. And obvious inconsistency was here apparent, for if the A shares had been snapped up so eagerly, it was certainly odd that the bait of 6 per cent. interest should be required to get rid of the B shares. There were, however, people silly enough to be deceived, and the B shares were disposed of. To achieve this result deliberate misrepresentation had to be made as to the  $\Lambda$ stock being taken, and a statutory rale had to be violated in order to provide for the interest on the B stock. Next, the A stock had to be disposed of, and Peto & Co. agreed to take it at £37 10°., pocketing, however, their 25 per cent. commission, just the same as if the stock had been at par.

And this is not a singular instance of lawlessness and deception. Here is another flagrant case. In 1864 Peto & Co., were in want of funds, and applied to the London, Chatham & Dover Company for an issue of debentures upon which they could raise movey. It happened, however, that the company could not comply with this request, as by law the amount of debentures must bear a specific proportion to the paid up capital. The capital necessary to justify the creation of debentures to the amount required was £425,000, and this was effected by a curious transaction between the contractors and the company. They exchanged receipts, the one in anticipation of works and the other in anticipation of payments, but the checks were never passed through the bankers', and were not, in fact, signed. Upon the faith of the company's receipt for shares purporting to have been taken by the contractors, the magistrate gave a certificate that a sufficient amount of capital had been paid up to warrant the issue of debentures, which were accordingly handed over to Peto & Co. This is as if A. and B. were to get a loan of say £100 from C., on the security of a supposed capital of £300, while there was in reality no other basis for such security than the exchange of checks between the borrowers. In his evidence Sir Morton

The subscription contract of August 8, 1864, was executed by myself and partners, at the request of the company, and for the same pur-

poses as the former subscription contracts (i. e., in order to obtain a certificate for the issue of detentures). I never made any payment at all on account of the link lines. In reply to a question by Mr. Linklater, as to whether he believed the debentures to have been legally issued, Sir M. Peto said "he had no belief upon the subject." We imagine, however, that most the subject." We imagine, however, that most people who examine these transactions will have little difficulty in forming a very decided conviction on the subject, and in finding appropriate epithets for all parties concerned.

#### PROPOSALS.

DROPOSALS FOR FORAGE AND STRAW.

DEPOSALS FOR FORAGE AND STRAW.

DEPOT QUARTERMASTER'S OFFICE.

WASHINGTON, D. C., July 31, 1835.)

PROPOSALS ARE INVITED, from responsible parties, until 12 M. August 17, 1835, for furnishing all the CORN, OATS, HAY and RYE STRAW (to be of first class merchantable quantity) required at this Depot during the year commencing October 1, 1863. Forage and Straw to be delivered monthly, anywhere within one mile of the ilmins of the cities of Washington and Georgetown, and a small quantity at soldlers' Home, and in such quantities and at such times as ordered by the Quartermaster in charge. Corn to be delivered in good sacks, of about two boshels each, if nily six (60) pounds to the bushel; Oats in like sacks, of about three bushels each, of not less than the lefty-two (22) pounds to the bushels; Hay and Straw baled, and to weigh two thousand (2000) pounds per ton. Bids will also be received for Hay unbaled. Hidders will slave price of sacks separate, of oats and corn per bushel, and of hay and atraw per ton.

We now use about eight thousand (2000) bushels of grain, one handred and eighty (180) 'ons of hay, and thirty elight (28) tons of straw per month; but we reserve the right to increase or diminish that quantity by one-third, on proper notice, and the contractor will be required to keep at least two months' supply of forage and straw on hand, and to have a place of business in this city.

Guarantees will be furnished with each bid, in the

will be required to keep at least two months' supply of forage and straw on hand, and to have a place of business in this city.

Guarantees will be furnished with each bid, in the sum of en thousand dollars, signed by two responsible surcties, that the bidder will, if successful, wishin ten days after his acceptance, execute a contract in accordance with above requirements. The contract of will be required to exhibit on or hefers the 18th day of September next satisfactory evidence that he is prepared to commence in illing contract.

Payments will be made monthly for quantity of forage and straw delivered if in funds, or as seon thereafter as funds are furnished for the purpose. None to be paid for except on receipt of the parties to whom delivery has been ordered.

A bond in the sum of twenty thousand (\$20,000) dollars signed by himself and two accepted sureties, will be required of the successful bidder for the faithmit fulfilment of his contract.

Should the centractor fall to furnish the kind and quantify of forage and s raw required. It will be purchased in open market, and the excess of cost charged to him.

An bids will be submitted to the Quartermaster

onler.

All bids will be submitted to the Quartermaster Proposals will be General before awarding contract.

Proposals will be addressed to the undersigned marked "Proposals for Forage," and bidders are invited to be present at the opening of bids.

By order of the Quartermaster-General.

J. C. McFERRAN,

8 3 12t

Deputy Quartermaster-General.

Byt. Brig.-Gen U. S. A., and Depot Quartermaster.

TMPROVEMENT OF OGDENSBURG HAR-IMPROVEMENT OF OGDENSBURG HARBOR, NI-W YORK.
Senied Preporais in duplicate, will be received at
this office until 12 M. MONDAY. August 10, 1888, for
deepening by dresging the harbor of Ogdensburg.
New York so as to give twelve feet of water at the
lowest stage, in the following places, viz.:—
Section I. On the outer beracross the channel into
the upper harbor, northesasterly from the lighthouse,
where about 18,000 cubic yards of hard sand is estimated to require removal.

Section II. Between the bridge, the ferry wharf
and the Rome Railroad depot, where, it is estimated, about 25,000 cubic yards of very hard "hardpan," with gravel and small boulders, must be taken
out.

pan." with gravel and small boniders, must be taken out.

All the material (which will be measured in the soows) must be dumped at least haif a mile below the outer bar, in deep water, at a point to be marked.

The work must be commenced as soon as possible, and no later than kept. Is less, continued as long as possible this reason, and completed by the 30th of November, 1869.

Bidders must propose for each section separately, and separate contracts will be made for each.

Bica must be made upon printed blanks, which can be procured at this office, for similar written ones), which must be properly filled up and signed as indicated. All the information presessed at this office will be given to bidders, but all wishing to contract are parficulturly requested to examine at Opsensoury before

particularly requested to examine at Obseraburg before sending in their bids. C. E. BLUNT, Lieut,-Col. Engineers and Brevel-Col. U. S. A.

U. S. ENGINEER OFFICE, C. S. A. OFWEGO, N. Y., July 14, 1868. DEPOT QUARTERMASTER'S OFFICE.

Proposals will be received at this office until further notice, for the purchase of sixty AMBULANCES and seven hundred and thirty ARM Y WAGONS, in lots of from ten and upwards. They have all been used, but are still in serviceable order, and can be seen at Lincoln Depot, near this city. Propositions for selecting any number over ten from the lot will be entertained, if suitable prices are offered.

Bidders will be notified of the acceptance or rejection of their bids, and payment is Government fauds Bidders will be notified of the acceptance or rejection of their bids, and payment in Government fauds required prior to delivery. The right is reserved to reject any or all proposals offered. Bids will be submitted to the Quartermaster General pefore acceptance or rejection.

Proposals must be addressed to the undersigned, marked "Proposals for the purchase of Ambulances or Wagons, or both, as the case may be;" and bidders will give their Fost Office address.

J. C. MOFFERRAN,

5 3 st Deputy Quartermaster General, Bvt, Brig.-Gen. U. S. A., and Depot Quartermaster. DRUGS, PAINTS, ETC. ROBERT SHOEMAKER & CO. N. E. Corner of FOURTH and RACE Sts.,

PHILADELPHIA,

WHOLESALE DRUGGISTS. IMPORTERS AND MANUFACTURERS OF

White Lead and Colored Paints, Putty,

Varnishes, Etc. AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS.

DEALERS AND CONSUMERS SUPPLIED LOWEST PRICES FOR CASH.

# RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—
Trains between WASHINGTON AND BALTI
MORE, and WASHINGTON AND THE WEST are now run as follows, viz.:-FOR RALTIMORE, Leave daily, except Sunday, at 7'00, 7'45, and 12'30 P. M., and 2'00, and 4'30 and 8'45 P. M. Tons.

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

FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

Leave at 6'15 and 7'00 A. M., and at 2'00 and 4'38 P. M.

P. M. FOR ANNAPOLIS.

Leave at 700 A. M. and 400 P. M. No trains to or

from Annapolis on Sunday.
ON SUNDAY.
FOR BALTIMORE.
Leave at 7.45 A. M., and 4.30 and 8.45 P. M.,
FOR WAY STATIONS.
Leave at 7.45 A. M., and 4.30 and 8.45 P. M.,
FOR ALL FARTS OF THE WEST.
Leave daily except Saturday and Sunday.

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 Sinnay at 1-30 and 8-45 P. M. only, connecting at Relay Station with trains from Baltimore to Wheel hus Packersburg, etc.

Relay Station with trains from Baltimore to Wheeling, Parkersburg, etc.
Through Tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office of the Baukers' and Brokers' Teleg aph Line, No. 38 Pennsylvania avenus, between Sixth and Seventh streets.

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

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

RELIGHT LINES FOR NEW YORK AND

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

INCREASED DESPATUH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, 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.

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

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

WALTER FREEMAN, Agent,

No. 226 S. Delaware Avenue,

Philadelphia.

W OODLANDS CEMETERY COMPANY
The following Managers and Officers have
been elected for the year 1868;

ELI K, PRICE, President.
Wm. H. Moore,
Samuel S. Moon,
Gillies Fallett,
Edwin Greble,
Fecretary and Treasurer—JOS B. TOWNSEND.
The Managers have passed a resolution requiring
both Lothelders and Visitors to present tickets at the
entrance for admission to the Cemetery, Tickets
may be had at the Office of the Company, No. 613
ARCH Street, or of any of the Managera, 722

## RAILROAD LINES,

NORTH PENNSYLVANIA RAILROAD.—
direct line to Bethiehem, Easton, Alienbown, Mauch
Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, Pitaton, Scranton, Carbondale, and all the points in the Lehigh and Wyoming
Coal Region.

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

SUMMER ARRANGEMENT—ELEVEN DAILY
TRAINS—On and after MONDAY, May 20, 1868,
Passenger Trains leave the New Depot, corner of
BEKKS and AMERICAN streets, daily (Sandays excepted), as follows:— At 645 A. M.—Accommodation for Fort Wash-

cepted), as follows:—
At 648 A. M.—Accommodation for Fort Washington.
At 748 A. M.—Morning Express for Bethlehern and Principal Stations on North Fennsylvania Raliroad, econnecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Raliroads for Easton, Allentown, Catassuqua, Elatington, Mauch Chunk Weatherly, Jeanesville, Hazisten, White Haven, Wilkeebarre, Ringston, Pittston, and all points in Lehigh and Wyoming Valleys: also in connection with Lehigh and Myoming Valleys: also in connection with Lehigh and Myoming Valleys: also in connection with Lehigh and Myoming Valleys: also in connection with Lehigh and Multimana Raliroad for Rupert, Danville Milten, and Williamsport Arrive at Mauch Chunk at 1203 A. M. ; at Wilkeebarre at 3 P. M.; at Mahanoy City at 2 P. M. Passeng ore by this train can take the Lehigh Valley Train, passing Bethlehem at 1156 A. M. for Eastos, and points on New Jersey Central Raliroad to New York.
At 245 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take State at Old York Road.
At 1020 A. M.—Accommodation for Fort Washington, stopping at mitermediate Stations.
At 145 P. M.—Lehigh Valley Express for Esthlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Contralia, Shensandoah, Mt. Carmel, Pittston and Scrauton, and Bil soluts in Mahanoy and Wyoming Coal Regions.
At 235 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
Bethlehem, Easton, Alientown, Mauch Chunk, White Haven, Wilkesbarre, and Scrauton, Passengers for Greenville'take this train to Quakertown, and for Sumney town to North Wales.
At 415 P. M.—Accommodation for Doylestown, alopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville take

At 4:15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove. Hatboro, and Hartsville take stage at Abington; for New Hope at Doylestown. At 5:06 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Raliroad, connecting at Bethlehem with Lebigh Valley Leuigh and Susquehanca Evening Train for Esston. A Hentown. Manch Chunk. At 6:20 P. M.—Accommodation for Lanscale, stopping at all intermediate stations.

At 11:36 P. M.—Accommodation for Fort Washington. OR. TRAINS ARRIVE IN PHILADELPHIA.

From Bethichem at 900 and 1105 A. M., 200 and 30 P. M., 1116 A. M. and 200 P.M. Trains makes direct connec-11°(5 A. M. and 2°00 P.M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazieton.

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

From Doyleatown at 8°25 A. M., 5°00 and 7°00 P. M.

From Lansdale at 7°30 A. M.

From Fort Washington at 9°30, 10°45 A. M., and 3°1 P. M.

ON SUNDAYS.

Prom Fore Washington at 1 so 1 to 2. M., and 3 l. M., and 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 print ofpal points, at Manu's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA

PARLIROAD-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., 450 P. M., 7 P. M., 11 P. M.
Leave West Chester for Philadelphia from Depot
on cost Market street, at 615 A. M., 715 A. M., 730
A. M., 1045 A. M., 155 P. M., 429 P. M., 655 P. M.
On and after Monday, June 15, an additional Train
will leave Philadelphia for Media and Intermediate
Points at 530 P. M.
Trains leaving West Chester at 730 A. M., and
leaving Philadelphia 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 Chester at
715 A. M., and going West will take train leaving
Philadelphia at 450 P. M., and transfer at B. C. Junction.
The Depot in Philadelphia is reached directly by The Depot in Philadelphia is reached directly by Market Street line run within one square. The cars of both lines connect with each train upon its

Arrival.

ON SUNDAYS,
Leave Philadelphia at 8'00 A. M. and 2'00 P. M.
Leave West Chester at 7'45 A. M. and 2'00 P. M.
Trains leaving Philadelphia at 7'15 A. M. and 4'50 P. M., and leaving West Chester at 7'30 A. M. and 4'50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points. P. & B. C. R. R., for Oxford and intermediate points.

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

HENRY WOOD, General Super,
Philadelphia, April lat. 1868. HOR CAPE MAY VIA WEST JERSEY BAIL-

COR CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper
Ferry). Commencing SATURDAY, July 18, 1883.

Trains leave as follows for Cape May:—
9:00 A. M., Cape May Express, due at 12:25 (noon).
5:15 P. M., Cape May Passenger, due at 7:15 P. M.,
4:00 P. M., East Express, due at 1:25 (noon).
6:20 A. M., Morning Mail, due at 10:06 A. M.,
9:06 A. M., Fast Express, due at 12:07 P. M.,
5:00 P. M., Cape May Express, due at 12:07 P. M.,
8:00 A. M., Fast Express, due at 12:07 P. M.,
8:00 A. M., Fast Express, due at 12:07 P. M.,
8:00 A. M., Fast Express, due at 12:07 P. M.,
8:00 A. M., Fast Express, due at 12:07 P. M.,
8:00 A. M., Fast Express, due at 12:07 P. M.,
8:00 A. M., Excursion Tickets, \$3.

Cape May Freight trains leave Camden daily at 9:20 A. M., and Cape Hailand at 1:5 A. M.,
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.,
Through Tickets can be procured at No. \$28
Chesnut street (under the Continental Hotel), where
orders can also be left for Baggage, which will be
called for and checked at residences by the Union
Transfer Company.
WEST JERSEY RAILROAD LINES.
For Bridgeton, Salem, Millylile, Vinenand, and intermeduae stations, at 5:00 A. M. and 3:30 P. M.

WEST JERSEY RAILROAD LINES.
For Bridgeton, Salem, Millville, Vineland, and intermed ate stations, at \$500 A. M., and 3 39 P. M.,
For Cape May, \$500 A. M., \$15 P. M., and 4 P. M.,
Woodbury Accommodation train at \$509 P. M.
Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon ) Commutation Checks between Philadelphia and all

stations at reduced rates.
WILLIAM J. SEWELL, Superintendent, July 2, 1868. CHILADELPHIA AND BALTIMORE CEN

TRAL RAILROAD - SUMMER ARRANGE,
MENT, -On and after MONDAY, Aprilia, 1868, trains
will leave the Depot, THIRTY-FIRST and OHESNUT Streets, West Philadelphia, as follows:—
At 715 A. M. and 456 P. M., and leave Rising Sun at
\$15 A. M. and Oxford at 8 A. M., and leave Oxford at
\$25 P. M. s 15 A. M. and Oxford at 6 A. M. and leave Oxford at 8 25 P. M.

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

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

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

The strain leaving Philadelphia at 7 50 P. M. runs to Rising Sun, Maryland.

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

\*\*EMENRY WOOD, denoted to the Superintendent.\*\*

HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centralla, and all points on Lenigh Valley Railroad and its

branches.

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

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

[7 25] ELLIS CLARK, Agent THROUGH LINE BETWEEN WASHINGTON

THROUGH LINE BETWEEN WASHINGTON
PHILADELPHIA, AND NEW YORK.
Trains between Washington and New York are
now run as follows, viz.:—
FOR NEW YORK, without change of cars.
Leave daily (except Sunday) at 7.45 A. M., 12.30 and
7 P. M.
FOR PHILADELPHIA 7 P. M

FOR PHILADELPHIA.

Leave daily (except Sunday) at 745 and 12:15 P. M., and 4:30 and 7 P. M. ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M., and the sunday of the su

only, ELEMPING CARS for New York on 7 P. M. train Silkwping Cars for New York on 7 P. M. train daily.

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

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

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

2257] GEO S. ECONTZ, Agent, Washington.

THE ADAMS EXPRESS COMPANY, OFFICE No. 820 CHESNUT Street, forwards Parcels, 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.

227 JOHN BINGHAM, Superintendent.

#### RAILROAD LINES.

READING BAILROAD, GREAT TRUNK Le LINE from Philadeiphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas, Summer Arrangement of Passenger Trains, Monday, August 3, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadeiphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 739 A.M. for Reading and all intermediate stations, and Alien town.

or Reading and all intermediate stations, and Allen lown.

Returning, leaves Reading at 630 P. M., arriving in Philadelphia at 915 P. M.

MORNING EXPRESS.—At 815 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Iamaqua, Sunbury, Williamosport, Elmira Rochester, Niagara Falia, Buffalo, Wilkesbarre, Pittston, York, Cariale, Chambersburg, Hagerstown, etc.

The 756 train connects with the Lebanon Valley train for Harrisburg, etc., at Port Cinton with Catawisa Endroad trains for Allentown, etc., and the 815 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Port Cinton with Catawisas Endroad trains for Williamsport, Lock Haven, Emira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanns trains for Northumberland, Williamsport, York.

AFTERNOON EXPRESS.—Leaves Philadelphia at 330 P. M. for Reading, Pottaville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTISTOWN ACCOMMODATION,—Leaves Pottatown at 646 A. M., stopping at Intermediate stations arrives in Philadelphia at 250 A. M. Retoraling leaves

town at 6-45 A. M., stopping at Intermediate stations: arrives in Philadelphia at 6-05 A. M. Returning leaves Philadelphia at 4-30 P. M.; arrives in Potstown at 6-40 M. READING ACCOMMODATION-Leaves Reading READING ACCOMMODATION—Leaves Reading at 730 A, M., alopping at all way stations; arrives in Philadelphia at 10 15 A. M.

Returning, leaves falladelphia at 515 P. M.; arrives in Reading at 505 F. M.

Trains for Philadelphia leave Harrisburg at 810 A. M., and Poitsville at 835 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 205 P. M. and Pottsville at 245 P. M.; arriving at Philadelphia at 648 P. M.

Harrisburg accommedation leaves Reading at 715 A. M., and Harrisburg at 410 P. M. Connecting at 850 P. M., arriving in Philadelphia at 815 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 1245 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia at 815 P. M. Sundays excepted. Sunday trains leave fottsville at 540 A. M., and Philadelphia at 815 P. M.; leave Philadelphia for Beading at 860 A. M., and Philadelphia at 815 P. M.; leave Philadelphia for Beading at 860 A. M., and Philadelphia at 815 P. M.; leave Philadelphia for Beading at 860 A. M., returning from Reading at 420 P. M. CHESTER VALLEY RALLEDAD.—Passengers

Philadelphia at 3 15 P. M.; leave Philadelphia for Beading at 8 60 A. M., returning from Beading at 4 20 P. M.
CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points take the 7 30 A. M.; 17 35 and 4 30 P. M. trains from Philadelphia, returning from Downingtown at 6 30 A. M., 17 00, and 5 45 P. M.
FERKIOMEN BAILROAD.—Passengers for Collegeville take 7 50 A. M. and 4 30 P. M. trains from Philadelphia, returning from Collegeville at 5 27 A. M. and 1 49 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 8 A. M., 8 00 and 5 600 P. M., passing Reading at 1 A. M., 170 and 10 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williams port, Elmirs, Baltimore, etc., Returning, Express Train leaves Harrisburg, at 8 and 5 25 A. M., 9 28 P. M. passing Reading at 4 49 and 7 66 A. M., and 1 40 P. M., arriving at New York 10 10 and 11 45 A. M., and 5 00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8 10 A. M. and 2 15 P. M. Mail train for New York leaves Harrisburg at 8 10 A. M. and 2 2 Noon.

BSCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.—Trains leave Pottsville at 6 45 11 30 A. M., and 7 15 P. M., returning from Tamaqua at 7 45 A. M. and 2 15 and 4 25 P. M.

ECHUYLKILL AND SUSQUEHANNA RAIL-ROAD.—Trains leave Auburn at 7 7 50 A. M., for Pine-

HUYLKILL AND SUSQUEHANNA RAIL-BOAD,—Trains leave Auburn at 7:35 A. M. for Pine-grove and Harrisborg, and at 12:15 P. M. for Pine-grove and Tremont; returning from Harrisburg at 3:26 P. M., and from Tremont at 7:40 A. M., and 5:36

P.M. TICKETS.-Torough first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

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

Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Reading and Potistown Accommodation Trains at

reduced rates.

The following tickets are obtainable only at the Office of B. Bracford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.
Commutation Ticket at 25 per cent, discount, Setween any points desired, for families and firms,
Mileage Tickets, good for 200 miles, between al
points, at \$5250 each, for families and firms.
Season Tickets, for three, six, nine, or twelve
mouths, for holders only, to all points at reduced
rates. Clergymen residing on the line of the

Circless at half fare.

Excursion lickets from Philadelphia to principal stations, good for saturday, Sanday, and Minday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets,

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

Freight Traits leave Philadelphia daily at 4:35 A.

M., 12:45 noon, 3:00, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond. beyond.
Malls 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 215 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 as the Depot, Thirteenth and Callowhill streets.

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

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

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

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

receive attention. LEAVE DEPOT, VIZ:-

ant Line..... 

Pacil Accommodation, Nos. 2 and 2.3 and 7 in P. M. Pacil Accommodation. Nos. 2 and 2.3 and 7 in P. M. Day Express. 5 00 P. M. Barrisourg Accommodation. 9 50 P. M. For further info mation apply to JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Ptreet. SAMUEL H. WALLACE, Ticket Agent at the Depote Samue any risk for Baggage, except for Wearing Apparel and limit their responsibility to One Hundred Dollars in value. All Eagage exceeding that amount in value will be at the risk of the owner, unless taken by special contract, EDWARD H. WILLIAMS, 425 General Superintendent, Altoona, Fa.

HILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE. FOR GERMANTOWN, AND Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A, M., 1, 2, 334, 354, 4, 5, 544, 6, 10, 7, 8 9, 10, 11, 12 P, M. Leave Germantown 7, 7, 75, 8, 8, 20, 0, 10, 11, 12 A, M., 1, 2, 3, 4, 43, 6, 65, 7, 8, 9, 10, 11 P, M.
The 8 20 Down Train, and 334 and 554 Up Trains will not stop on the Germantown Branch, ON SUNDAYS.

Leave Philadelphia 93, A, M., 2, 7, 1054 P, M.
Leave Germantown 84, A, M., 1, 6, 934 P, M.
Leave Philadelphia 5, 8, 10, 12, A, M., 2, 334, 534, 7, 9 and 11 P, M.
Leave Chestnut Hill 716, 8, 940, and 11 to A, M., 140,

and il P. M.
Leave Chestnut Hill 7-16, 8, 9-40, and li 10 A. M., 1-40, 5-50, 5-40, 6-10, 8-40 and 10-40 P. M.
ON SUNDAYS,
Leave Philadelphia 55 A. M. 2 and 7 P. M.
Leave Chestnut Hill 7-50 A. M. 12-40, 8-40 and 9-25

Leave Chestnut Hill 7:50 A. M. 12:40, 5:40 and 9:25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7:5, 9, and 11:05 A. M. 15; 3, 45; 55; 63, 8:05 and 11:5 P. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 15; 8, 45; 65; and 65; P. M.
Leave Philadelphia 9 A. M., 2:30 and 7:15 P. M.
Leave Philadelphia 9 A. M., 5:20 and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6:75; 9, and 11:05 A. .., 15; 3, 45; 65; 65; 8:05, and 11:5 P. M.
Leave Manayunk 6:10, 7:3, 8:20, 9:3, and 11:4 A. M., 2:35a, 5, 65; and 9 P. M.
Leave Manayunk 7:5 A. M., 6 and 9:4 P. M.
Leave Manayunk 7:5 A. M., 6 and 9:4 P. M.
Leave Manayunk 7:5 A. M., 6 and 9:4 P. M.
Leave Manayunk 7:5 A. M., 6 and 9:4 P. M.
Leave Manayunk 7:5 A. M., 6 and 9:4 P. M.
Leave Manayunk 7:5 A. M., 6 and 9:4 P. M.
Leave Manayunk 7:5 A. M., 6 and 9:4 P. M.
Leave Manayunk 7:5 A. M., 6 and 9:4 P. M.
Leave Manayunk 7:5 A. M., 6 and 9:4 P. M.

CET THE BEST-THE HOLY BIBLE-HARD ing's Editions-Family, Pulpit and Pocket Bible in beautiful fityles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families,

WM. W. HARDING, Publisher,

1810, 826 CHESNUT Birock below Fourth

### RAILROAD LINES.

At 8 A. M., via Camden and Jersey City Ex-At 8 A. M., via Camden and Jersey City Express Mail.

At 2 P. M., via Camden and Amboy Express... 300

At 2 P. M., via Camden and Jersey City Express... 300

At 3 30 P. M., via Camden and Jersey City Express... 300

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

At 6 30 and 8 A. M., 2 and 3 30 P. M., for Freshold.

At 8 and 10 A. M., 2 and 3 30 P. M., for Freshold.

At 5 30, 8 and 10 A. M., 1, 2, 3 30, 4 30, 6 and 11 30

Delanco.

At 5 30 and 10 A. M., 1, 2, 3, 8 30, 4 30, 6, and 11 30 P. M.,

for Florence.

At 5:30 and 10 A. M., 1, 2, 3, 3:30, 4:30, 5, and 11:30 P. M., for Fiorence.

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

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

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

FROM KENSINGTON DEPOT.

At 11 A. M., via Rensington and Jersey City, New York Express Line Fare 5t.

At 7 and 11 A. M., 2:31, 3:30, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol.

At 7 and 11 A. M., 2:30, and 5 P. M. for Morrisylle and Tullytown.

At 7 and 10:18 A. M., 2:30, and 5 P. M. for Schencks and Eddington

At7 and 1018 A. M., 230, and 5 P. M. for Schencks and Eddington
At7 and 1018 A. M., 230, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Ballway.
At 930 A. M., 130, 630, and 12 P. M. New York Express Lines, via Jersey City, Fare \$325.
At 1 A. M., Emigrant Line, Fare, \$1.
The 930 A. M., and \$20 P. M. Lines will run dally.
All others, Sundays excepted.
At 930 A. M., 130, 630, and 12 P. M. for Trenton.
At 930 A. M., 130, 630, and 12 P. M. for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmes burg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Pitth streets, at the mutatreet, so 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 9/80 A. M. and 6/80 P. M. lines.

BELVIDERE DELAWASE RAILROAD LINES.
From Kensington Depot.
At 7:00 A. M. for Nisgara Falls, Buffslo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Biughamton, Oswego, Syracuse, Great Bend, Montrose, Wilkeabarre, Schooley's Mountain, etc.
At 7:00 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethiebern, etc.
At 5 P. M. for Lambertville and intermediate Sta-At 5 P. M. for Lambertville and intermediate Sta-

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At S A. M., 1, 4, and 6/15 P. M., for Merchantaville,
Mocrestown Hartford, Massonville, Hainsport, Mount
Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Hightstown.

Imlaystown, sharon, and Hightstown.

Fitty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amonat beyond tioe, except by special contract.

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

An excitional Ticket Office is located at No. 528 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 hotel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from not of Courthand street at 7 A. M.,
1 and 4 P. M., and 12 night via Jersey City and Camden; at 6:30 P. B. via Jersey City and Kensington; at
10 A. M., 12 M., and 5 P. M. via Jersey City and West
Philadelphia.
From Pier No. 1 North Eiver at 5:30 A. M. Accommodation, and 2 P. M. Express, via Amboy and
Canden.
6 163 Agent.

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WILLIAM H. GATZMER,
Agent,
LITTA THE DATA, WILLIAM H. GATZMER,
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TRAIN AS 1300

M. (Sundays excepted)

For Battimore and Vashington, stopping at Wilmington,
Perryville, and Havre-de-Crace, Comecus at Wilmington with train for New Castle,
Express Train as 1300 P. M. (Sundays excepted) for
Battimore and Washington, stopping at Choster,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, Northeast, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolis, Chase's and Stemmer's Run,
Might Express at 11'00 P. M. (Daily) for Battimore
and Washington, stopping at Perryville and Havrede-Grace, Connects at Wilmington (Saturdays excepted) with Delaware Relirond Line, stopping
at New Castle, Middletown, Clayton, Dover,
Harrington, Seaford, Salsbury, Princess Anne, and
connecting at Crasteld with Boat for Fortrees Monroe, Norfolk, Portemouth, and the South.

Passengers for Fortrees Monroe and Norfolk via
Baltimore will take the 12.00 M. Train, Via Cristield
will take the 11to P. M. train,
WILMINGTON TEAINS.

will take the live P. M. train.
WILMINGTON TRAINS.
Stopping at all, stations between Philadelphia and Wilmington.
Leav Philadelphia at 1100 A. M., 230, 560, 708, and H. 30 daily) P. M. The 5 00 P. M. Train connects with Delaware Raitroad for Harrington and inter-

with Delaware Raitroad for Harrington and intermediate stations.

Leave Wilmington 700 and 810 A. M. (daily), 120
415 and 720 (daily) F. M. The 818 A. M. Train will
not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 725 A. M., Way-Mail; 240 A. M.,

Express; 225 F. M., Express; 858 F. M., Express; 856
P. M., Express.

SUNDAY TRAIN FROM BALTIMORE,

Leaves Baltimore at 855 F. M., stopping at Havre-deGrace, Perryville, and Wilmington. Also stopp at
North-East, Elkton, and Newark to take passengers
for Philadelphia and leave passengers from Washing-

North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 528 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 cities can have their baggage checked at their residence by the Union Transfer Company 482 H. E. ELENEY, Superintendent, SHORTEST ROUTE TO THE SEASHORES

CAMDEN AND ATLANTIC RAILROAD, SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY. ....5:18 P. M. ....4'20 P. M. ...11'40 A. M. 

Haddonfield 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 Philadelphia Local Express Company, No. 525 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

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

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

BUMMER TIME TABLE, Through and direct route between Philadelphia, Baltimore, Harrishurg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.

ELEGANT SLLEPING CARS on all Night Trains, On and after MONDAY, May 11, 1888, the trains on the Philadelphia and Eris Baltroad will run as follows:—

WESTWARD.

follows:

Mail Train leaves Philadelphia...

" leaves Williamsport...

" arrives at Erle...

Erle Express leaves Philadelphia...

" arrives at Erle...

Elmira Mail leaves Williamsport...

" arrives at Erle...

" arrives at Erle...

" arrives at Erle...

" arrives at Irle...

Elmira Mail leaves Williamsport...

" Leaves Williamsport... Mail Train leaves Eric.
leaves Williamsport.....
arrives at Philadelphia... 11'00 A, M .....10'18 P, M ..... 7'10 A, M, ..... 7'40 P, M, ..... 8'18 A, M, ..... 8'00 P, M, Mail and Express connect with Oil Creek and Ails gheny River Eallroad. Baggage checked through.

ALPRED L. TVLER.

General Superintendent.

nect with Oll Creek and Alle-

# AUCTION SALES.

M. S. FOURTH Street. NOS. 139 AND 141

At the Exchange on Tuesday, August 4, at 120'clock, At the Exchange on Puesday, Angust 4, at 110 clock, noon.

LARGE and VALUABLE GRAVEL LOT, 2½ ACRES, Montgomery avenue, Southeast from the Willow Grove road, theanus Hill.

LARGE and VALUABLE LOT, 4½ acres, Willow Grove road and Montsomery avenue

MODERN TWU-STORY BRICK DWELLING, No. 610 8, Nicth street, has gas bath, etc.

By 4rder of the Commissioner of Markets and City Property—LARGE and VALUABLE LOT and Improvements, south side of Buttouwood street, east of Broad, 101 feet front, 110½ feet to Bacon street—two fronts.

TRACT OF TIMBER LAND, 100 acres, Lawrence DANCE OF THE BER LAND, 100 acres, Lawrence low manip. Clearfield country, Pa.

ELEGANT MODERN RESIDENCE, Washington street, borough of Media, has the modern conveniences; lot 200 by 1st feet.

23 shares Harrisburg Rallroad.

28 shares Franciscopy Railroad, 20 shares Kensington Bank. 1 share United Firemen's Insurance Co. 42000 Salem Coni Co. 7 per cent, bond, 1 abare Point Breeze Park. 18 abares Fourth National Bank, Catalogues now ready,

THOMAS BIRCH & SON, AUCTIONEERS CAND COMMISSION MERCHANTS, No. 1113 CHESNUT Street rear entrance No. 1107 Banson St.

CHESNUT Street year entrance no. 107 Hansom st.

Sale at No. 2014 Arch street.

HANDSOME FURNITURE, PIANO FORTH, FRENCH PLATE MANTEL AND PIER MIR.

ROBS, FINE CARPETS, EVANS & WATSON FIRE PROOF SAFE, ETC.

On Westleaday morning,

August 5, at 10 o'clock, at No. 2014 Arch street, will be soid, the inrelinre of a family deciloing house-keeping, comprising: Elegant voicet, Brussels, and other carpets; rosewood plano forte; fire-proof safe; French plate mantel and pier mirrors; walnut parlor and chamber furniture; oak althing-room furniture; beds and bedding; dining-room furniture; Unina; glass; plated ware; kitchen furniture, etc.

Caralogues will be ready at the auction store on Tuesday.

The furniture can be examined early on the morning of sale.

DUNTING, DURBOROW & CO., AUCTION
HERS, Nos. 22 and 234 MARKET Street, core
ner of Eank street. Successors to John B. Myere & Ce.

FIRST LARGE PEREPMTORY SALE OF 2000
CASES BOOTS, SHOES, TRAVELING BAGS
ATC., ETC., On Tuesday Morning,
Aug. 4 at 10 s'clock, on four months' credit, [7 29 54

FIRST LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday & orning, Aug. 8, at 10 o'clock, on four months' credit. [7 29 7]

VIRST LARGE POSITIVE SALE OF CARPET-INGS. OIL CLOTHS, ETC., On Friday Morolog, Aug. 7. at 11 o'clock, on four months' credit. [7 2910] MARTIN BROTHERS, AUCTIONEERS,—
No. 529 CHESNUT St., rear entrance from Minor.

Sale No. 1822 N. Twelfth street.

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

On Tuesday Morning.

August 4, at 10 o'clock, at No. 1822 North twelfth street, by catalogue, elegant walnut and hair-cloth Parlor Suits; Elegare; handsome olied walnut Chamber Suits; I cottage Chamber Suits; Indianut Dhing-room Furniture; fine French-plate Pier Mirror, handsomely framed; lace Window Curtains; spring Beds 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.

O. McCLEES & CO. AUCTICNEERS, No. 505 MARKET Street.

SALE OF 900 CASES BOOTS, SHOES, BRO-GANS, BALMORALS, ETC.
On Thursday morning.
August 6, at 10 o'clock, we will sell by Catalogue, for cash, 900 cases Men's, Boys', and Youth's Boots, shoes. Brogans, etc. 'Also, a large line of Women's, Misses, and Children's City made goods.

[514t]

LIPPINCOTT, SON & CO., AUCTIONEERS.

Ashurst Bailding, No. 240 MARKET Street.

FIRST LARGE POSITIVE SALE OF

1000 LOTS AMERICAN AND IMPORTED DRY
GOODS, NOTIONS, ETC., FOR FALL OF 1868,
By Catalogue, on credit,

August 12, 1868, commencing at 10 o'clock, Included will be found an attractive assortment of new
and desirable goods for the approaching sesson. 832t

FIRE AND BURGLAR PROOFSAFES

ALUM AND DRY PLASTER ACAIN SUCCESSFUL.

BROOKLYM, May 15, 1863, Mesers, Marvin & Co., New York-Gentlemen; Our Planing Mill, with FIFTY THOUSAND feet of lumher, was destroyed by fire last night, and we are happy to say your ALUM AND DRY PLASTER SAFE preserved our books, papers, and money, in

excellent order. We want another and larger one, and will call on you as soon as we have time.

SHEARMAN BROS. Yours truly. This Safe was Red hot for several hours, and the cast-iron feet were actually melied. It can be seen at our store. No. 265 BROADWAY.

# A PERFECT SAFE.

MARVINS

CHROME IRON SPHERICAL

BURGLAR SAFE. Will resist all burglars' implements for

any length of time. PLEASE SEND FOR DESCRIPTIVE CIRCULAR: MARVIN & CO.,

PRINCIPAL ) 721 CHESTNUT ST. WAREHOUSES, Masonic Hall), Philate 265 PROADWAY, NEW YORK, 168 BANK STREET, CLEVELAND, O.,

And for sale by our Agents in the principal cities

C. L. MAISER.

broughout the United States.

MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES, LOU ITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, No. 424 BACE Stress 4 55

A LARGE ASSORTMENT OF FIRE and Burgisr-proof SAFES on hand, with inside doors, Dwelling house Safes, free from damands Prices low.

C. HASSENFORDER.

55

MILLINERY.

MRS. R. DILLON,

Has a large assortment of MILLINERY, Ladien', Missen', and Children's Silk Velvet, Felt Straw and Fancy Bonnets and Hats of the lates styles. Also, Eliks, Velvets, Ribbons, Cospes Feathers, Flowers, Frames, etc., wholesale and

DENNSYLVANIA HOSPITAL. The attending Managers are:

S. Morris Wall. No. 128 South Delaware avenue.

Adolph E. Borte, No. 158 Pock street. S. Morris Walp. No. 128 South Delaware avenue.
Addiph E. Borie, No. 188 Pock street.
Attending Physician—Dr. J. M. Da Costa, No. 1005
Spruce street.
Attending Surgeous—Dr. Addinell Hewson. No. 185
South Fitteenth street; Dr. D. Hayes Agnew, No. 18
North Eleventh street.
The Physicians and Surgeons attend at the Hospital every day (Sundays excepted), to receive application for admission.
Persons seriously injured by accident are always admitted if brought to the Hospital immediately thereafter.