THE DALLY EVENING TELECEADED-PHILADELPHIA. WEDNESDAY, AUGUST 5, 1866.

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, AUGUST 5, 1868.

GENERAL HALPINE'S LAST POEM.

Nomina utation

The last poem written by the late General Charles G. Halpine (Private Miles O'Reilly) is given below. It was read on Wednesday of last week at the festival held at Jones' Wood, New York, to commemorate the heroism and patriotism of the Irish soldiers who fell in the late war for the Union. It had been proposed to raise a monument to the memory of the fallen braves, and Miles O'Reilly was invited to prepare and recite a poem appropriate to the occasion. The following is the poem, entitled

LINES FOR THE DAY.

To raise a column o'er the dead, To strew with flowers the graves of those Who long ago, in storms of lead And where the bolts of battle sped, Beside us faced our Southern foes; To honor these-the unshriven, unhearsed,-To-day we sad survivors come, With colors draped and arms reversed, And all our souls in gloom immersed, With silent fife and mufiled dram.

In mournful guise our banners wave, Black clouds above the "sun burst" lower; We mourn the true, the young, the brave, Who for this land that shelter gave, Drew swords in peril's deadliest hour;-For Irish soldiers, fighting here As when Lord Clare was bid advance,

And Cumberland beheld with fear The old green banner swinging clear To shield the broken lines of France.

We mourn them-not because they died In battle, for our destined race In every field of warlike pride From Limerick's wall to India's tide-Have borne our flag to foremost place-As if each sought the soldier's trade While some dim hope within him glows, Before he dies, in line arrayed, To see the old Green Flag displayed For final fight with Ireland's foes.

For such a race the soldier's death Seems not a cruel death to die-Around their names a laurel wreath, A wild cheer as the parting breath, On which their spirits mount the sky; O had their hope been only won-On Irish soil, their final flight And had they seen, ere sinking down, Our Emerald torn from England's crown, Each dead face would have flashed with light.

But vain are words to check the tide Of widowed grief and orphaned woe: Again we see them by our side, As full of youth, and strength, and pride They first went out to meet the foe! Their kindling eyes, their steps elate, Their grief at parting hid in mirth; Against our foes no spark of hate-No wish but to preserve the State That welcomes all the oppressed of earth.

Not a new Ireland to invoke-To guard the flag was all they sought; Not to make others feel the yoke Of Poland, fell the shot and stroke Of those who in the Legion fought; Upon our great flag's azure field To hold unharmed each starry gem-This cause on many a bloody field, Thinned out by death, they would not yield-It was the world's last hope to them. O ye, the small surviving band,

O Irish race wherever spread, With wailing voice and wringing hand, And the wild kaoine of the old dear land, Think of her Legion's countless dead,

The entire operation lasts about 24 hours. Careful attention is required during the calci-nation. The properties of the carbon depend in a great measure upon the management of this part of the procedure.

The Late Bank Defalcation in Boston.

From the Boston Advertiser, Aug 3. The following, purporting to be a sketch of how the late bank defalcation occurred, and the manner of its accomplishment, we copy from the Saturday Evening Gazette. It derives its main importance from the interence that it was prepared by the delawiting cashier, whose con-duct, however, it contains nothing to justify and but little to excuse:-A man calls at a cortain bank and expresses a

desire to open an account, intimating that it will not be worth much, yet as a matter of conveul-ence he would like the favor. Upon due inquiry he is found to be respectable, and accordingly accepted. For quite a period the manner of conducting his business has the appearance of care and system. But at the bank the business has increased rapidly. Depositors have been added dally, and in every department the work has doubled, with no additional assistance. kepecially so has this been the case in the book keepers' department, in which centres in this bank all the details of the institution. As a national bank, the work has increased the necessity of making many returns, especially if many national securities are sold. Conse-quently the work unwittingly and uninten-tionally gets behindhand. In every bank a daily balance is required, proved. Here the balances were struck without the proof, the book-keeper hoping, and fully believing that every day would give him the opportunity and leisure to make up the lost ground. But the business is too large, too immense to admit of it. Hence the opportunity for large and nu merous blunders. The daily state or card which ought to show the real condition of the bank, is made up for want of this very proof; the book keeper is fearful, nervous, and ambitious, and from other causes dislikes to ask, or aid if and from other causes districts to ask or and if possibly be can avoid it. Accounts now begin to get confused and irregular, and blunders and complaints are frequent. In this dilemma our friend first spoken of, apparently has overdrawn. The book-keeper calls on him, states what he thinks the fact, and he replies it is impossible. Of course the book-keeper feels uncertain, not Of course the book-keeper teels uncertain, not being able to furnish proof, and returns to examine, and see if it be so or not; at the same time for fear of being wrong, he is unable to have our friend's check retused. The account, however, is unquestionably overdrawn, and again the book-keeper calls on our friend and insists that be must look the matter up. The checks are asked tor, and behold, such as were given as memorandums (borrowed and received given as memorandums (borrowed and received, although not marked so,) have been presented and paid. The fear that possesses the mind of the book-keeper no tongue can tell. Fear is the strongest emotion that can seize upon the human mind; here it had its full sway. Our friend promised immediately to cover the overdraft from resources already negotiated for-controlled by all the feelings that a man can experience when placed in such a ter-rible position, (for the overdraft now shows a large amount,) coupled with promises—the book-keeper consents to wait. The account is still enlarging, and our friend does not seem to meet his promises. The book keeper calls again and again, receives the statement that money is coming-and the accounts will be made good. Fear and overwork have done sad work for the book-keeper, and he knows not what to do. Having no adviser or counsellor, he waits for our friend-who by means thus unwarrantably obtained, begins to increase and move out in different channels of business-stating by so doing he can save the bank, the book-keeper and himself. Day by day, week by week, month by month, this matter goes along, almost every day the book-keeper calling on our friead and be pacifying the terrible alarm by positive as-surance that he can recover himself but wants a little more time.

At this juncture the book-keeper very unexpectedly is offered the berth of cashier of the bank, which he accepts, taking with him part of the accounts, among them our friend's, but this he cannot keep long, as it would seem that he did so for some obvious purpose. And now the cashier has to resort to cover the fearful position our friend has placed him in, by still retaining what is termed the foreign accounts. Each morning, as the clearing omes in, he endeavors always to assume the checks himsolt, thereby retaining enough of our friend's to prevent his being overdrawn spparently. And be it remembered that almost hourly did the cashier plead with our friend. beg and beseech him, in the name of and every endearment on carth to save him. And the same reply would come, only wait just a little longer, and, "as sure as the laws of gravi-tation exist, you can be saved." This was a frequent expression of our friend. This condition of things has now done sad work for our cashier. He had gone as far as his nervous system would allow, and he breaks down suddenly. Taken in a fainting fit, he is conveyed to his home, but returns to the bank for a short time each day for the better part of two weeks. In the mean while the card, or state of the bauk is being made up by others, and for the first time for years examined, and the discrepancies which have existed for two years and upwards discovered. The rest is well known to the public.

wonder is that the enormous taxes and military laws, which are onerous to the extreme, are borne at all. But, while the people groan under their burdens, the world calls Prussia powerful, and rejoices that one European power is able to awe the occupant of the Tuiferies. They forget that money is the sinews of war, and that Frederick the Great melted up the silver ornaments of the Prussian palaces, a century ago, to provide for them. The country has not grown richer meantime. The commerce of the Rhine has found other channels. The French "Napoleen" is current everywhere: the Prussian thaler is rarely seen outside of the domains of William the First .-Correspondent Boston Journal.

RAILROAD LINES,

NOBTH PENNSYLVANIA RAILROAD.-direct line to Bothleben, Easton, Allentown, Mauch Chunk, Hasleton, White Haven, Wilkesbarre, Ma-hanoy City, Mount Carmel, Pittston, Scranton, Carbon-dale, and all the points in the Lehigh and Wyoming Coal Region. Passenger Depot in Philadelphia, N. W. corner of BLERKS and AMERICAN streets. EUMMER ARRANGEMENT-ELEVEN DAILY TRAINS-ON and after MONDAY, May 29, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays or copied) as follows:-

Cented), as follows:- At 645 A. M.-Accommodation for Fort Washington.
 At 745 A. M.-Morning Express for Bethlehem and Principal Stations on North Pennsylvania stallroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Faston, Alemown, Catasanqua, Slatington, Mauch Chunk Weatherly, Jeanesville, Hazieton, While Haven, Wilkesbarre, Kingston, Pitaton, and all polats in Lehigh and Winney Kalleys also in connection with Lehigh and Williamsport Arrive at Manenoy City; and with Cataswissa Railroad for Mananoy City; and with Cataswissa Babiroad for Mananoy City; and Wilkerson Bethlehem at 1155 A. M. for Kaston, and points on New Jersey Central Railroad to New York.
 At 945 A. M.-Accommodation for Doylestown, stopping at all intermediate Stations.
 At 9070 A. M.-Accommodation for Forst Washington, Stopping at Intermediate Stations.
 At 945 A. M.-Accommodation for Borst Washington.
 At 945 A. M.-Accommodation for Borst Washington.
 At 945 A. M.-Accommodation for Lorst Washington.
 At 945 A. M.-Accommodation for Doylestown, stopping at all intermediate Stations.
 At 945 P. M.-Lehigh Valley Express for Bethlehem to all 050 for the schild f

ville'take this train to Quakertown, and for Sumney-town to North Wales. At 4'15 P. M.-Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove. Hatboro, and Hartaville take stage at Abington; for New Hope at Doylestown, At 5'00 P. M.-Through accommodation for Bethle-hem and all stations on main line of North Pennsyl-vania Railroad, connecting at Bethlehem with Le-high Valley Lehigh and Susquebaura Evening Train for Fanton. A lientown Mauch Chunk. At 16'20 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations. At 11'20 P. M.-Accommodation for Fort Washing-ton.

At 1130 P. M. - Accommodation for Fort Washing-ton. TRAINS ARRIVE IN PHILADELPHIA, From Bethlehem at 900 and 1105 A. M., 200 and 30 P. M. 1106 A. M. and 200 P.M. Trains makes direct conneo-tion with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazieton. Passengers leaving Wilkesbarre at 145 P. M. con-nect at Bethlehem at 606 P. M., and arrive in Phila-delphia at 830 P. M. From Langdale at 730 A. M. 500 and 700 P. M. From Langdale at 730 A. M. From Fort Washington at 930, 1045 A. M. and 21 P. M. ON SUNDAVE

From Fort Washington at 9°30, 10°45 A. M. and 27 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9°30 A. M. Philadelphia for Doylestown at 2°00 P. M. Doylestown for Philadelphia at 7°00 A. M. Bethlehem for Philadelphia at 7°00 A. M. Bethlehem for Philadelphia at 4°30 P. M. Fifth and Sixtb Streets Passenger Cars convey pa sengers to and from the new depot. White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare. Tickets sold and Baggage Checked through 10 prin cipal points, at Mann's North Pennsylvania Baggage Express Office. No. 105 S FIFTH Street.

W EST CHESTER AND PHILADELPHIA VV RAILROAD.-SUMMAR ARKANGEMENT, -On and after MONDAY, April 13, 1866, Trains will

BAILROAD LINES

READING BAILROAD.-GREAT TRUNK LULINE from Philadeuphia to the interior of Fennaylvania, the Schuyikill, Susquehanna, Cum-berland, and Wyoming Valleys, the North, North-west, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 4, 1985, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours-MORNING ACCOMMODATIONS.-A1 789 A. M. for Reading and all intermediate stations, and Allen Lown.

MORNING ACCOMMODATIONS.-A1 788 A. M. for Reading and all intermediate stations, and Allen town. Returning. leaves Reading at 630 P. M., arriving in Philadeiphia at 915 P. M. MORNING EXPRESS.-A1 915 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Fama-gua, Sunbury, Williamsport, Elmira Rochester, Niagars Falls, Buffalo, Wilkesbarre, Pittaton, York, Carlisle, Charberburg, Hagerstown, etc. The 730 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., atd the 816 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinion with Cata-wines Railroad trains for Williamsport, Lock Haven, Emirs, etc.; at Harrisburg with Northern Central, Cumberiand Valley, and Schuyikill and Staquehanna trains for Northumberiand, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. - Leaves Philadelphia at 230 F. M. for Reading, Pottaville Harrisburg, etc., Onneering With Reading and Columbia Railroad trains for Columbis, etc. POTTETOWN A CCOMMODATION.-Leaves Potta-town at 645 A. M., storping at Intermediate stations: arrives in Philadelphia. 505 A. M. Returning leaves Philadelphia at 30 P. M.; arrives in Pottavium for 46 40 P. M. READING ACCOMMODATION.-Leaves Reading Philadelphia at 30 P. M.; arrives in Pottavisoum at 640 P. M.

arrives in Philadelphia at 905 A. M. Returning leaves Philadelphia at 430 P. M.; arrives in Pottatown at 640 P. M. READING ACCOMMODATION-Leaves Reading st 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 is A. M. Returning, leaves Philadelphia at 545 P. M.; arrives in Reading at 8405 P. M. Trains for Philadelphia is are Harrisburg at 840 A. M., and Pottaville at 845 A. M., arriving in Philadel-phila at 1 P. M. Afternoon trains leave Harrisburg at 205 P. M. and Pottaville at 245 P. M.; arriving at Philadelphia at 645 P. M. Harrisburg accommission leaves Reading at 715 A. M., and Barrisburg at 410 P. M. Connecting at Reading with Alternoon Accommodation south at Reading with Alternoon Accommodation south at Barket train, with a Passenger car statched, leaves Philadelphia at 945 p. M. Market train, with a Passenger car statched, leaves Philadelphia at 945 soon for Pottaville and al Way Stations; leaves Pottaville at 740 P. M. for Philadelphia and all other Way Stations All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 840 A. M., and Philadelphia for Reave Pottaville at 845 A. M., and Philadelphia for Reave Pottaville at 845 P. M. Cuther Philadelphia for Reading at 825 P. M. Sundays excepted. Sunday trains leave Fottaville at 840 A. M., and Philadelphia for Reading at 825 P. M.; leaves Philadelphia for Reading at 845 P. M.; leave Philadelphia for Reading at 845 P. M. Subday Passengers

Reading at Sec A. M. Petership of the second second

7.20 A. M., 12.35 and 4.30 P. M. trains from Philadel-phia, resuraing from Downingtown at 6.30 A. M., 109, and 5.45 P. M.
FERK 10MEN RAILROAD, -Passengers for Col-legeville take 7.50 A. M. and 4.30 P. M. trains from Philadelphia, returning from Collegeville at 8.27 A. M.
and 149 P. M. Stage lines for various points in Per-kiomen Valley connect with trains at Collegeville. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. -Leaves New York at 9.A. M., 500 and 500 P. M., passing Reading at 1 A. E., 130 and 1010 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Raitroad Express Trains for Pitts-burg, Chicago, Williams port, Filmira, Baltimore, etc. Retorning, Express Train leaves Harrisburg, at 3 and 525 A. M., 935 P. M. Easeing Reading at 149 and 766 A. M., and 1140 P. M., arriving at New Vorg, 1016 and 1145 A. M. and 500 P. M. Elseping Cars accom-panying these trains through between Jersey City and Pittsburg, without change. Mail train for New York Is 128 A. M., and 205 P. M. Mail train for Harrisburg at 8'10 A. M. and 205 P. M. Mail train for Harrisburg at 8'10 A. M. and 205 P. M. Mail train for Harrisburg leaves New York at 12 Noon. SCHUYLKILL VALLEY RAILROAD, --Trains leave Poutsville at 6'45 11'30 A. M. and 7'15 P. M., re-turning irom Tamaqua at 7'45 A. M. for Pine-grove and Harrisburg, and at 12'15 P. M. for Pine-grove and Harrisburg, and at 12'15 P. M. for Pine-grove and Harrisburg, and at 12'15 P. M. for Pine-grove and Harrisburg, and at 12'15 P. M. for Pine-grove and Harrisburg, and at 12'15 P. M. for Pine-grove and Tremonit; returning its reduction at 6'35 P. M.

P. M. TICKETS.-Through first-class tickets and emi-grant tickets to all the principal points in the North and West and Canadias. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown; Accommodation Trains, at reduced rates.

and Pottstown' Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at reduced rates. The following tickets are obtainable only at the Office of S. Bradiord, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholis, General Super-intendent, Reading. Commutation Ticket at 25 per cent, discount, se-tween any points dealred, for families and firms. "Mileage Tickets, good for 2000 miles, octween al points, at \$250 each, for tamilies and firms. Bease Tickets, for three, six, nine, or tweive moorths, for holders only, to all points at reduced fates.

mosting for holders only, to all points at reduced rates. Clergymen residing on the line of the road will be furnahed with cards, entiting themselves and wives to tickets at hal fare. Excursion tickets from Philadelphis to principal stations, good for Sato day, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FKE1GHT.-Goods of all descriptions for warded to all the above points from the Company's New

BAILROAD LINES. 1868 -FOR NEW YORK.-THE CAMDEN AND TRENTON BAILLOAD COMPANY LINES. FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, ALSO A. M., VIS Camden and Amboy Accommo-dation.

AtsA. M., via Camden and Jersey City Ex-At 3'30 P. M., vis Camden and Amboy Express., 5'00 At 3'30 P. M., vis Camden and Jersay City Ex-

press. 3'00 At 5 P. M., for Amboy and intermediate stations. At 5'26 and 8 A. M., 2 and 3'30 P. M., for Freehold. At 8 and 10 A. M., 2, 3'30 and 4'30, For Trenton. At 5'30, 6, and 10 A. M., 1, 2, 3 5'30, 4'30, 6 and 11 st P. M. for Bordentown, Burlington, Beverly, and Delanco.

Delanco, AL530 and 10 A. M., 1, 2, 3, 3-30, 4'30, 6, and 11'30 P. M., for Florence. AL530 and 10 A. M., 1, 2, 4'30, 6, and 11'30 P. M., for Florence. AL530 and 10 A. M., 1, 8, 4'30, 6, and 11'30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. 2 P.M. for Riverton and 3'30 P. M. for Palmyra. AL530 and 10 A. M., 1, 8, 4'30, 6, and 11'30 P. M. for Fish House.

for Riverton and 3:30 P. M. for Paimyra. At 5:30 and 10 A. M., 1. 5, 4:30, 6, and 11:30 P. M. for Fish House. The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side). FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line Fare 43. At 7 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, And at 10:15 A. M. for Bristol. At 7 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7 and 16 A. M., 2:30, and 5 P. M. for Schendus and Eddington At 7 and 10:15 A. M., 2:30, and 5 P. M. for Schendus

BUNTING, DURBOROW & CO., AUCTION Ber of Bank street. Successors to John B. Myort & Co. FIRST 1 ARGE SALE OF BRITISH, FRENCH. GLEMAN, AND DOMESTIC DRY GOODS, OD Thursday & orning. Aug. 6, at 10 o'cleck, on four months' credit. [7 29 76

At 7 and 1016 A. M., 230, and 5 P. M. for Schendas and Eddington At 7 and 1015 A. M., 230, 4, 5, and 6 P. M. for Cora-weils, Torrisdale, Holmesburg, Tacony, Wisshoo-ming, Bridesburg, and Frankford, and al 8 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOY, Via Connecting Reliway, At 930 A. M., 130, 630, and 12 P. M. New York Ex-press Lines, via Jersey City, Fare \$22, At 1 A. M., Emigrant Line, Fare, \$2 The 930 A. M., and 630 P. M. Lines will run dally, At 930 A. M., and 630 P. M. Lines will run dally, At 930 A. M., and 620 P. M. Islashit. At 930 A. M., and 620 P. M. for Trenton. At 930 A. M., 130, 630, and 12 P. M. for Trenton. At 930 A. M., 130, 630, and 12 P. M. for Trenton. At 930 A. M., 130, 630, and 12 P. M. for Briston. At 920 A. M., 630 end 12 P. M. for Briston. At 12 P. M. (Night), for Morrisville, Tuilytown, Schenek's, Eddington, Cornwells, Torrisdale, Hoimes burg, Tacony, Wissinoming, Bridesburg, and Frank-ford,

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chennutstreet, 30 minutes before det artors. The cars on Market street Raliway run direct to West Philadelphia Depot; Chesnut and Walnot within one square. On Sundays the Market street cars will run to connect with the 930 A. M. and 630 P. M. Ilnes.

BELVIDERE DELAWARE RAILBOAD LINES.

BELVIDERE DELAWA & ERAILBOAD LINES. From Keusington Depot. At 7:00 A. M. for Ningara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owezo. Rochester, Binghamton, Os-wego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain etc. At 7:00 A. M and 3:50 P. M. for Scranton, Strouds-burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 2:50 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and Intermediate Sta-tions.

CAMDEN AND BURLINGTON CO., AND PEM-BERTON AND HIGHTSTOWN RAILROADS, From Market St. Ferry (upper side.) At 8 A. M., 1, 4, and 6'15 P. M., for Merchantsville, Moorestown Hartford, Masonville, Hainsoort, Moant Ho'ly, Smithville, Ewansville, Vincentown, Bir-mirgham, and Pemberton. At 1 and 4 P. M., for Lewistown, Wrightstown, Cockstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Constown, New Egypt, Hondentown, Crain Andre, Imilaystown, Sharon, and Highustown.
 Fitty pounds of bagk age only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage ver fity pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.
 Tickets sold and baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Earatoga, Utda, Rome, Syracuse Rochester, Buffalo, Niagara Fails, and Suspension Bildge.
 An e-dilional Ticket Office is located at No. 828 Chesnat street, where Tickets to New York and all important points North and Hast 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 FOB PHILADELPHIA.

cin Es FROM NEW YORK FOB PHILADELPHIA, Will leave from foot of Conrtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jer ey City and Cam-den; at 6'30 P. M. via Jerney City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jerney City and West Philadelphia. From Pier No, 1 North Biver at 5'30 A. M. Accoom-modation, and 2 P. M. Express, via Amboy and Camden. 6 13 HILADEL MALL, WILLIAM H. GATZMER, 6 13

Agent, 6153 HILADELPHIA, WILMINGTON AND BAL TIMORE RAILROAD. TIMORE RAILROAD. TIME TABLE, commencing MCNDAY, April 15, 1865. Trains will icave Depot corner of BROAD Street and WASH-TRE TON Avenue as follows:-Way-Mall Train at 8:30 A. M. (Sundays excepted) for Ealtimore, stopping at all Regular Stations, con-secting with Delaware Railroad at Wilmington for

Leave at 615 and 700 A. M., and at 200 and 435 P. M. FOR ANNAPOLIS. Leave at 7:00 A. M. and 430 P. M. No trains to or from Annapolis on Sunday. FOR BUNDAY. FOR BUNDAY. FOR WAY STATIONS. Leave at 7:45 A. M., and 430 and 8:45 P. M. FOR WAY STATIONS. Leave at 7:45 A. M., and 4:30 and 8:45 P. M. FOR ALL PARTS OF THE WEST. Leave at 7:45 A. M., and 2:30 P. M. FOR ALL PARTS OF THE WEST. Leave daily, except Saturday and Sunday, at 7:45 A. M., 4:30 and 8:45 P. M. On Saturday at 7:45 A. M., and 2:30 P. M. On Sunday at 7:45 A. M., and 2:30 P. M. M., 4:30 and 8:45 P. M. only, connecting at Relay Station with trains from Baitmore to Wheel-ing. 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 Babkers' and Brokers' Toleg aph Line, No, 3:8 Pennsylvania avenne, between Sixth and Seventh streets. For New York, Philadelphia, and Boston, see ad-vertisement of "Through Line." J. L. WILSON, Master of Transportation. L. M. COLE, General Ticket Agent. 2251] GEORGE S. KOONTZ, Agent, Washington,

M. 1HOMAS & SONS, NOS. 139 AND 141

AUCTION SALES.

A FIGTRATION.

Antesident matrices in the state of the state of a

rior Fire-Prost Safe, made by Farrell & Herring. THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 OHESNUT Exrect; rear entrance No. 1107 Samson al. SUPERIOR HOUSEHOLD FURNITURE, TWO ROSEWOOD PLANOS FRENCH PLATE MAN-TEL AND PIFR GLASSES, BRUSSELS, TAPES-18Y, AND IN GRAIN CARPERS, MINA, ETC. On Friday Morning. Ext so cicck, at the Auction Bioretts, child Chesnut street, will be sold, a large assortment of Superior new and second-mand Household Formiture, comprising wainut, parlor, chamber, and dialog-root a suits, in cill and varnish, with war robes to match. Also, office tables, book-case, etc. EUPERIOR PIANO FORTE. Also, at 15% o'clock, will be sold 2 elegant ross-wood Piano Fortes. EUPERIOR MANO & CO. AUCTION

FIRST LARGE POSITIVE SALE OF CARPET-IN S. OIL CLOTHS ETC., On Filday Morsing. Aug. 7, at 11 o'clock, on faur months' credit. [7 29106

LARGE PEREMPTORY SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC, On Tuesday monthog, Aug. 11, at 10 o'chock, on 4 months' credit, [8 5 55

C. D. MCCLEES & CO. AUCTH NEERS, No. 506 MAIKET Street. 191

SALE OF 909 CASES BOOTS, SHOES, BRO-GANS, BALMORALS, ETC, On Thursday norning, August 6, at 10 o'clock, we will sell by Catalogue, for Cash, 500 cases Men's, Boys', and Youth's Boots, Shoes, Brogans, etc. Also, a large line of Women's, Missee, and Oblidren's Olty made goods. [814]

LIPPINCOTT, SON & CO., AUCTIONEBRS, Ashums Building, No. 240 MARKET Street.

FIRST LARGE POSITIVE SALE OF FIRST LARGE POSITIVE SALE OF 1000 LOTS AMERICAN AND IMPORTED DRY GOOD, LINEN AND HOSIERY GOODS, WHITE GOODS, NOTIONS, ETC., FOR FALL OF 1885, By Catalogne, on credit, On Wednesday, August 12, 1883, commencing at 10 o'clock, In-cluded will be found an attractive assortment of new and desirable goods for the approaching season. 8325

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

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD. DALTIMORE 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 700, 745, and 1230 P. M., and 200, and 430 and 845 P. M. FOR ALL WAY STATIONS. Leave daily, except Sunday, at 700 A. M., and 100 and 845 P. M. FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION. Leave at 615 and 700 A. M., and at 200 and 430 P, M. FOR ANNAPOLIS.

FREIGHT LINES FOR NEW YORK AND

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

all points on Lenigh valuey Rainout and the 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, B, E, corner of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre. Monat 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

No. 220 CHESNUT Street, forwards Parcis, Packages, Merchandise, Bank Note, and Specia, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. 2277 JOHN BINGHAM, Superintendent.

D.B. KINKELIN, AFTEB A RESIDENCE coner of Third and Unlow streets, has lately re-moved to South ELEVENTH Street, between MAR-BET and CHESNUT. Hissuperiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affec-tions of a special nature, is proverbial. Diseases of the skin, appearing in a hundred dif-ferent forms, totally eradicated: mental and physical weakness, and all nervous debilities scientifically and anccessfully treated. Office hours from 8 A. M. 109 F.M. 842

WOODLANDS CEMETERY COMPANY

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, Gitter Ealiett, Edwin Greble, Feerinand J. Lreer, George L. Buzby, B. A. Knight, Feerinand J. Lreer, George L. Buzby, B. A. Knight, Feerinand J. Lreer, George L. Buzby, B. A. Knight, The Managers have passed a resolution requiring both Lotholders and Visitors to present tickets at the entrance for admission to the Company, No. 813 ARCH Street, or of any of the Managers. 722

PHILADELPHIAN, January 28, 1868, The attending Managers are:-E. Morris Waln. No. 128 South Delaware avenue, Adolph E. Borle, No. 128 South Delaware avenue, Adolph E. Borle, No. 128 Dock street, Attending Physician-Dr, J. M. Da Costa, No, 1005

Attending Physician-Dr. J. M. Discosta and the Spruce street. Attending Surgeons-Dr. J. M. Discosta and the South Fitteenth street; Dr. D. Hayes Agnew, No. 15 North Eleventh street; The Physicians and Surgeons attend at the Hospi-tal every day (Sundays excepted), to receive appil-cation for admission. Persons seriously injured by accident are always admitted if brought to the Hospital immediately setting after.

FITLER, WEAVER & CO.,

MANUFACTUREES OF

MANILLA AND TARRED CORDAGE, CORDS

TWINES, ETC.,

No. 23 North WATEB Street, and

No. 22 North DELAWARE Avenue.

C O R N E X C H A N G E BAG MANUFACTORY. JOHN T. BALLEY & OO, REMOVED TO N. E. corner of MARKET and WATER Streets,

N. E. corner of MARKET and WATER Streets, Fhinderprite. DEALERS IN FAGS AND BAGGING Of every description, for Grain, Flour, Sait, Super-Phosphate of Lime, Bone Dual, Elc. Large and small GUNNY BAGS constantly on hand, 2221 Also, WOOL SACKS, JOMN T. BAILEY, JAMES CASOADEN.

CONRAD F. CLOTHIER.

PHILADELPHIA. TLEB. MICHAEL WEAVEE,

2 142

DENNSYLVANIA HOSPITAL.

thereafter

.11.00 A. M

Seneral Superintendent.

EDWIN H. FITLES,

Struck out of life by ball or blade Or torn in fragments by the shell. With briefest prayer by brother made, And rudely in their blankets laid, Now sleep the brave who fought so well.

Their widows-tell not them of pride, No laurel checks the orphan's tear; They only feel the world is wide, And dark, and hard-nor help nor guide-No Husband's arm, no Father near; But at their woe our fields were won, And pious pity for their loss In streams of generous aid should run To help them say "Thy will be done," As bent in grief they kiss the Cross.

Then for the Soldiers and their Chief Let all combine a shaft to raise-The double type of pride and grief, With many a sculpture and relief To tell their tale to after days: And here will shine-our proudest boast While one of Irish blood survives-"Sacred to that unfaltering host Of soldiers from a distant coast-

Who for the Union gave their lives. "Welcomed they were with generous hand, And to that welcome nobly true, When war's dread tocsin filled the land, With sinewy arm and swinging brand, These exiles to the rescue flew;

Their fealty to the Flag they gave, And for the Union daring death, Foremost among the foremost brave, They welcomed victory and the grave In the same sigh of parting breath."

Thus be their modest history penned, But not with this our love must cease; Let prayers from pious hearts ascend, And o'er their ashes let us blend All fends and factions into peace:

Oh, men of Ireland ! here unite Around the graves of those we love,

And from their homes of endless light The Legion's dead will bless the sight And rain down anthems from above !

Here to this shrine by reverence led Let love her sacred lessons teach-Shoulder to shoulder ris ; the dead, From many a trench with battle red. And thus I hear their ghostly speech:

"Oh, for the old Earth, and our sake Renounce all feuds, engendering fear-And Ireland from her trance shall wake, Striving once more her chains to break When all her sons are brothers here.

I see our Meagher's plume of green Approving nod to hear the words. And Corcoran's wraith applauds the scene, And bold Mat. Murphy smiles, I ween-All three with hands on ghostly swords-Oh for their sake, whose names of light Flash out like beacons from dark shores-

Men of the old Race ! in your might, -All factions quelled, again unite-With you the Green Flag sinks or soars !

POHOUS CARBON .- A correspondent of the London Chemical News gives the following description of the manufacture of porous Carbon, in various shapes, at Paris: A mixture of wood charcoal and animal charcoal, ground to a coarse powder, is mixed with sawdust, and dried at a steam heat; while the material is still warm 20 per cent. of tar is added. When · cold a certain amount of asphaltum is added, and the mass is pressed into molds. The proportions in which the ingredients are used vary according to circumstances. The molded objects are placed in basins of sheet-iron, and covered all over with a mixture of sand and charcoal; afterward they are heated on the sole of a furnace. Gases which are disengaged during the operation are burnt in the furnace. | at the complaints against the King. The only

William the First.

He will come out from the great gate of the palace, opposite the statue of Frederick the Great, and if you stand in the vicinity a good view of his face may be obtained. He is always in uniform now, with visor and helmet much like those worn by the knights of the Middle Ages, from beneath which is a glossy grey beard and a pleasant face. The dress is not ostentations, much like that of the General of the Army, for the King is called a very plain man. There are many finer turnouts than his any day on the Brighton Road. The horses are true Russians, the carriage was made in St. Petersburg-an open phæton, low and plain, and the coachman is a subject of the Czar. The entire establishment was a present from that monarch, and is nearly the only one that the King now favors. He sits straight, uncomfortably so, if he were not a soldier, with one of his Generals by his side. There are no equerries in front, none behind. The carriage drives rapidly up the long wistas of trees, for the horses are blooded and step proidly. Some of the people recognize the sovereign, and lift their hats; but more of them do not notice him at all. There is no rushing toward the palace to see him alight; nobody seems to care particularly whither he comes or where he goes.

And so you have seen the King of Prussia the descendant of Frederick the Great, and the second monarch in Europe to-day. But it may be well to inquire of the people in what esteem they hold their ruler. They will tell you first that he is a very plain man, that he sleeps on a hard bed in a plain room of the palace-in short, that he is a born and bred soldier. How that he is niggardly of his wealth, and spends very little of his income, which exceeds \$3,000,000 per annum. That he does not favor building new palaces, or refitting the old ones, but, if he makes an outlay of his private means, it is upon his army, and that very little of the money ever gets back into the pockets of the people. He has no thought for the welfare of his subjects, and has not the first element of statesmanship in his composition. The direction of affairs is left to his ministers, who seek for personal ends rather than for the good of the State. And so there are murmurings of discontent, and the gaily uniformed officers and soldiers, that give Berlin the appearance of a great camp, are regarded as so many interlopers, who eat the bread of the people, and keep the masses in poverty.

Out of a population of 500,000, 16,000 of whom are Jews, Berlin has a garrison of 30,000 soldiers, nearly as great as the whole military organization of the United States to-With this in view, one cannot wonder day !

-On and after MONDAY, April 16, 1866, THIRTY-leave as follows:-Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 715 A. M., 11 A. M., 250 P. M., 416 P. M., 450 P. M., 7 P. M. 11 P. M. Leave West Chester for Philadelphia, from Depos on cast Market street, at 616 A. M., 715 A. M., 726 A. M., 1645 A. M., 155 P. M., 479 P. M., 656 P. M. On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Pointa at 550 P. M.

will leave Philadelphia for Media and Intermediate Points at 5% P. M. Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. O. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:16 A. M., sud going West will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junc-tion.

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 arrival. ON SUNDAYS.

CATS OF BOGN TIMES CONNECT WITH EACH LEADER SUPER STATES
 ON SUNDAYS,
 Leave Philadelphia at \$'00 A. M. and \$'00 P. M.
 Leave West Chester at 7'45 A. M. and 5'00 P. M.
 Trains leaving Philadelphia at 7'15 A. M. and 4'50 P. M., and teaving Philadelphia at 7'15 A. M. and 4'50 P. M., and leaving West Chester at 7'30 A. M. and 4'50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and Intermediate points.
 Passengers are allowed to take Wearing Appareil only as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.
 HENRY WOOD, General Sup't, Philadelphia, April 18t, 1868.

TOR CAPL MAY VIA WEST JERSEY RAIL-

FOR CAPE MAY VIA WEST JERSEY RAIL-BOAD.-From foot of MARRET Street (Upper Ferry). Commencing SATURDAY, July 15, 1585.
 Trains leave as follows for Cape May:-9:00 A. M., Cape May Express. due at 12:25 (noon).
 9:16 F. M., Cape May Express. due at 12:25 (noon).
 9:16 F. M., Cape May Express. due at 12:25 (noon).
 9:16 F. M., Cape May Express. due at 12:25 (noon).
 9:16 F. M., Cape May Express. due at 12:25 (noon).
 9:16 F. M., Cape May Express. due at 12:25 (noon).
 9:16 F. M., Cape May Express. due at 12:25 (noon).
 9:06 A. M., Morning Mail, due at 10:06 A. M.
 9:08 A. M., Fast Express, due at 12:07 P. M.
 9:00 A. M., Morning Mail, due at 12:07 P. M.
 9:00 A. M., Returning leaves Cape Island at 5:10 F. M., Excursion Tickets, 8:
 Cape May Freght trains leave Camber daily at 9:20 A. M. and Cape Island at 6:5 A. M.
 Commutation Tickets between Philadelphia and Cape May, st the following rates:-Annual Tickets, §luc Quarterly Tickets, \$50, for sale at the office of the Company in Camdeo, N. J.
 Through Tickets can be procured at No. S28 Chesnut street (under the Orninental Hotel), where cider can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company.

Transfer Company. WEST JERSEY RAILROAD LINES.

WEST JERSEY RAILROAD LINES, For Bridgeton, salem, hilville, Vincinad, and in-trimed ate stations, st 8'00 A. M. and 3'30 P M. For Cape May, 9'00 A. M., 3'15 P. M., and 4 P. M. Woodbury Accommodston train at 6'00 P. M. Bridgeton and Salem Freight Train leaves Camden

ally, at 12 (noon) Commutation Checks between Philadelphia and all

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

CHILADELPHIA AND BALTIMORE CEN MENT.-On and atter MONDAY, April 18, 1868, trains will leave the Depot, THIRTY-FIRST and CHES-NUT Streets, West Philadelphia, as follows:-AU715 A. M. and 450 P. M., and leave Rising Sun at 015 A. M. and Oxford at 6 A. M., and leave Oxford at 825 P. M.

525 P. M. A Market Train, with Passenger Oars attached, will rongon TUESDAYS and FRIDAYS, leaving the Rising Ean at 1105 A. M.: Oxford, 1145 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junc-tion with a train for Philadelphia. On WEDNESDAYS and SATURDAYS Train traves Philadelphia at 256 P. M.; runs through to Oxford.

leaves Philadelphia at 2'80 P. M.: Funs through to Oxford. The train leaving Philadelphia at 7.15 A. M. con-nects at Oxford with daily line of stages for Peach Bottom, in Lancaster county, Returning, leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia. The strain leaving Philadelphia at 6'50 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, unleas a special contrast be made HENRY WOOD, for the same dental Superintendent. ding the same General Superinte

THROUGH LINE BETWEEN WASHINGTON

Trains between Washington and New York are now run as follows, viz:--FOR NEW YORK, without change of cars. Leave daily (except Sanday) at 746 A. al., 1230 and 7 P. M

FOR PHILADELPHIA.

Leave daily (except Sunday) at 755 and 12:15 P. M., and 4:50 and 7 P. M. ON SUNDAY, Leave for New York and Philadelphis at 7 P. M.

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

SLEEPING CARS for New York on 7 k. m. train dairs. Teronga Tickets to Philadelphia, New York, or Ecston, can be had at the Sistion 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. New Baltmore and Ohio Rairoad advertisement and achedule between Washington, Baltimore, An-mapolia, and the West. J. L. WILSON, Master of Transportation, L. M. COLE. General Tickes Agent. 2251] GEO. S. & GORTZ, Agent. Washington,

to all the above points from the Company's New Freight Depot, Broad and Willow asreets. Freight Trains leave Pullade:phia duly at 435 A. M., 1235 noon, 300, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points bacone

beyond, Mails close at the Philadelphia Post Office for all pisces on the road and its branches at 5 Å, M., and for the principul stations only at 215 P. M. BAGGAGE.-Dungan's Express will collect Bag-gage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callow bill streets.

DENESYLVANIA CENTRAL RAILROAD.

SUMMER TIME, TAKING EFFECT MAY 11, 1868. SUM IN ER TIME, TAKING EFFECT MAY IN 1685 The trains of its Pennyivanis Contral Raircad leave the Droot at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnit and Walbut streets cars run within one square of the Debot. On Sundays—The Market Street cars leave Front and Market streets thirty-live minutes before the de-nerture of each table.

and Market streets thirty-five minutes before the de-parture of each train. Bleeping 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 begrage at the depot. Orders left at No. 801 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE DEPOT, VIZ:-

Philadephila Laplace and the second s

Market streets. ARRIVE AT DEPOT, VIZ .-and Line. .12'30 P. M. Earle Express 500 P. M Paol Accommodation, Nos. 2 and 3.340 and 710 P. M how Fermion 500 P. M

by special contract. EDWARD H. WILLIAMS, 425 General Soperintendent, Altoona, Pa, 426 State of the second se

GET THE BEST-THE HOLY BIBLE-HARD G ing's Editions-Family, Pulpit and Pocket Bible in beautiful feiyles of Turkey Morocco and antique bindings. A new edition, arranged for photographic pertraits of families, WM. W. HARDING, Publisher, WM. W. HARDING, Publisher, ENO. 555 CHEENIUT Street balew Fourth

 for Baltimore, stopping at all Regular Stations, consistent of the linear stations.
 Explose Train at 12.00 M. (Standays excepted) for Satimore and Wishington, stopping at Wilmington, perryville, and Havre-de-Grace. Connects at Wilmington, with train for New Castle.
 Explose Train at 32.00 M. (Standays excepted) for Satimore and Wishington, stopping at Chester, Thuriow, Linwood Caymont, Wilmington, Newport, Stanton, Newark, Elkton, Northesst. Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryma's, Edgewood, Magnolia, Chase's and Stemmer's Run. Might Express at 1100 P. M. (Dally) for Estimore and Washington, Stopping at Chester, Connects at Wilmington, Stopping at Chester, Stanton, Newark, Elkton, Northesst. Charlestown, Perryvile, Havre-de-Grace, Aberdeen, Perryma's, Edgewood, Magnolia, Chase's and Stemmer's Run. Might Express at 1100 P. M. (Dally) for Estimore and Washington, Stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Rairoad Line, stopping at New Castle. Middletown, Claston, Dover, Harrington, Seatord, Salaboury, Princess Anne, and connecting at Cristield with Boai for Fortress Monroe. Norfolk, Portsmouth, and the South.
 Fassengers for Fources Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Orlaiteid will take the 12.00 M. Train. Via Orlaiteid will take the 12.00 P. M. train.
 Stopping at all stations between Philadelphis and Wilmington.
 Leav Philadelphis at 1100 A. M., 330, 500, 709, and 11.01(ality) P. M. The 50.00 F. M. Train connects with Delaware Railroad for Harrington and Intermediate stations. TREIGHT LINES FOR NEW YORK AND Stations on Camden and Amboy and Connecting Ballroads, from Walnut street wharf. INCREASED DESPATCH. Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon For Trenton, Frinceton, Kington, Rocky Hill, and all points on the New Jersey and Belvidere Ball-roads, torwarded at 22, 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 consignees, must in everying stance be sent with each load of goeds. WALTER FREEMAN, Agent, No, 226 S. Delaware Avenue, Philadelphis.

with Delaware Rallroad for Harrington and inter-mediate stations. Leave Wilmington 700 and 810 A. M. (daily), 130 (15 and 739 (daily) P. M. The F18 A. M. Train will not stop between Obester and Philadelphia. FROM BALTIMORE TO PHILADELPHIA. Express: 255 P. M., Express: 635 P. M., Express: 855 P. M., Express. BUNDAY TRAIN FROM BALTIMORE, Leaves Baitimore at 855 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washing-ton or Baltimore, and at Chester to leave passengers

ton or Baltimore, and at checker of leave passengers from Washington or Baltimore. Through lickets to all points West, South, South-west, may be procored at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Fersons purchasing lickets at this office can have their baggage checked at their residence by the Union Transfer Company at their residence by the Union Transfer Company 483 H. F. KENNEY, Superintendent.

SHORTEST ROUTE TO THE SEA-SHORE CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT. FIVE TRAINS DALLY TO ATLANTIC CITY.

Mail.... Freight, with passenger car attached... Express (through in two houts)......

Atfantic Acconin odation. Returning, leave Atlancic

Special Excursion...... Mail. Freight, with passenger car. Express (through in two hours). nmodation

Returning, leaves Arco.....

Haddonfield Accommodation Train leaves

Sunday Mall 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. 625 OHESNU: 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 Hotel, and at No. 625 OHESNUT Street. 7.844 D. H. MUNDY, Agent.

PHILADELPHIA AND ERIE BAILROAD.-

BUILLADELLT HIA AND EATE KAILKOAD, --BUMMER TIME TABLE. Through and direct route between Philadelphia, Balthoore, Barrisburg, Willsamsport, to the North-west, and the Great Oil Region of Pennsylvania. FLEGANT SLEEPING UARS on all Algha Trains. On and after MONDAY, May II, 1995, the trains on the Philadelphia and Eric Railroad will run as followsfollows:-

11'18 A M 850 P. M. 1005 A. M. 800 A. M. 610 P. M. 745 P. M.

Mail and Express connect with Oil Creek and All gheny River Hallroad, Baggage checked through ALFRED L. TYLES,

Mail Train leaves Erie i Pieaves Williamsport

Erle Express leaves Erle. i di leaves Williamsport. a di arrives at Phindelphi

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