STONEWALL JACKSON.

The Confederate Here in a New Li, tht, George Alfred Townsend writes as follows to the Lattford Post, from Berkeley Springs, Vir-ginia:—"It was here that Stonewall Jackson inaugurated his first lunatic campaign, a chapter in his life that the Rebel biographers have prudently omitted. In the winter of 1861 he succeeded in obtaining command of a district under Joe Johnston, and at once, in the terrible collection. ble cold of the mountains, moved his fitteen thousand men upon Bath, to whip Keeley at Romney, Lander at Hancock, and all the other windmills that this strange old Quixote could conjure up at impossible points. He froze a number of his men to death in cutting the stomac canal, and on the march from Winchester hither brought tairry-two pieces of cannon, two of them being twenty-four pounders, drawn by ten horses each. At Bath there was a little picket which escaped with ease, while the redoubtable General was moving troops up the slippery spines of the mountains, as If he were to take an in mense army captive. The retiring troops emptied some dozens of his sad-dles, and the bulk of Jackson's command seemed unwilling to go on, when he han-elf blustered into the town, and ordered a crushing auvance. The freezing troopers of Ashby, and all the foot soldiers, were now standing on ience rails and planks to keep their feet warm, but some of them were urged forward to Hancock, where Jackson cited Lander to surrender, or he would bombard the town.
"Fire and be d-d," teplied Lander.

The Ge, eral then had arrillery planted on the mountain knobs at productous labor, and attempted to cross troops on a rait with the river swellen to a torrent. He scarcely put to flight one goese in Hancock, while his poneers were shot down slong all the river back. Meantime he pushed along the turnpixe to tomney, lost two cannon at Hauging Rock, got no prisoners any where, was repulsed at Capon Bridge by a few village bays of Bata, and when he projected the burning of bridges on the Battmore and Ohio road, above and below Cumberland, rank mutiny broke out in his ranks. Almost all his offi-cers signed petitions for his removal, on the general crounds of insanity and thick-headed-ness. He was ordered from Richmond to fall back to Winchester; and while affecting race he resigned; he secretly got the Pr sbyterian clergymen of his acquaintance to threaten to desert the Confederate cause with their congregations unless he were retained. In this campaign he lost by cold, exposure, and the bullet, five hundred men, who never carried a muske again, and his crazy method of marching so disgusted above a thou and others that they went home and qui the Renet service forever. He narrowly escaped court-martial himself, and descended thenceforward from a plotter of campaigns to be a thoroughly subservient servant of leneral Lee, who is directly responsible for all

Jackson's successes.

I find through the Virginia valley that Jackson never had the confidence of the rational officers under his command. He was ambitious almost to manuacy, moody, and muttering like a gibbering person, lacked the element of organigation and order entirely, and had altogether the worst used, most slatternly body or men in the service of Virginia. He knew nothing of distances; being himself an extraordinary pedes trian, he made his men walk for weeks, and his own example on the march shamed them from murmuring; and his successes late in the service so contented them that criticism was dis-

I state these things here because I have been undeceived in the current Northern estimate o the famous warrior's ability at almost every point I have touched. He was abent and un-sympathetic by temperament, rash in judgment, his victories are ascribable to his insensi bility to fatigue and his regardleseness of it is all his aimy. He led a strong, ardent body o men, the flower of the valley; and they would march anywhere in the midst of success, and strangle anywhere after deteat. Some of the follies of this wild-brained soldier are so notorious that I shall be old in relating them. When he seized Martinsburg be borned for y locomoives worth half a million dollars, and all the bridges on the Baltimore and Ohio road, and then began to haul engines along the turnpikes to Winchester by horses, whereas he could have run them all up by rail had he not destroyed road. The to the Con'ederacy, and the best five battles he ever fought could not compensate for their loss. At the beginning of the war he seriously

counselled the taking of no prisoners, arguing that a soloier was bound to night till he died. and that the Yankees and no right to expect quarters any way. He had been accustomed to all sorts of rough

travel, on mag and foot, and with any other body of men than the Valley of Virginia contributed, he could never have kept his command together. General Lee had to subdue this eccentric zealot's crude notions of warfare be-fore he became useful at all. I have picked up some points about him at Lexington, Winchester, and elsewhere, which you may like to have

The family of Stonewall Jackson came to America 120 years ago. His remote ancestor was a common soldier in the revolution, and the third generation promised well, intermarrying with Mrs. James Madison's family. Jackson's father drank, gambled, and borrowed away all his means; his mother married twice, and died of greef. The orphan boy ran away from the cruelty of one of his uncles wearied of the protection of two others, and finally disappeared upon a vagabond career, down the Onio and Mississippi rivers. Returning almost wrecked, his uncle put him to hard work, and as dyspepsia at an early age, he took the active post of constable in a mountain county. Here was celebrated as a rough fighting character, and his uncle put him upon the saddle a jockey in the country races,

He descended low in the moral and social

scale, and his accounts were short in several cases, so that his uncle, his security, had to make them good. His biographer admits that he provided himself with an outlit for West Point, by selling some public claims that he was entrusted with, and leaving the uncle to adjust them. He ranked among the poorest of his class, but slipped through the institution just in time for the Mexican war, where Magruder mentioned him favorably for handling ar-

His common origin, duliness, and the mean ness of his associations, made him morbidly bashful, and grave for the most of his life. Hence he began to covet religious associations, and shy, self-introspection and self-measure-ment absorbed him altogether. He used to say that an officer ought to sacrifice everything else to the attainment of rank. When Jackson applied for the Professorship o

Philosophy and Artillery Tactics at Lexington, in 1851, his competitors were George B. McClellan, General's Rosecrans, Reno, and the Rebell General G. W. Smith. He had probably the poorest success of any of the professors being obtuse, illogical, a jumper at conclusions, and personally persympathetic with his pupils. He used to fail dismally with his philosophical periments, to the laughter of his classes, and his mind seen ed always set upon dreamy contingencies, while odds and eads of things made up the mass of his actual acquirements, He became a Presbyterian the first year at Lexington, but was so skeptical upon the main points of Calvinism that he twice meditated joining the Methodist Church. He was a rigid Sabbatarian, whipped his own slaves frequently with his own hand, and often whipped them or failing to come in to evening and morning prayers. went to war he hired them out, and he died without making any provision for the freedom of any of them. His gossip, Dabney says in a life of him, that Providence made Jackson the hero of the war because he was the best type of the Christian Master. When he became con of the church, he used to make his slaves give, out of their extra labor, contributions to the Bible Society, whose books they could not read. He married Miss Jenkins in 1853,

of his fingers, and used to hold them up, as if on the autitude of prayer, to get the blood out if the stumps. This was said to be prayer on the eve of action. He had a fashiou of creeping around camp in the dark to overhear what was said of him. This was prayer in ambush. He was addiced to dull controversial discussions was addiced to dull controversial discussions in his fly tent, such as local preachers in agricultural sections indulge in and his estimate of himself in contrast to General Lee may be instanced when he said:—"I would follow Lee anywhere blindfolded."

That this sort of man should call the Northern people "anatics," is something old. His life, except for the great events to which it was attached, was essentially a commou-place life. No cadet of the United States owed it so much gratitude. That cadetship saved Thomas Jona-ban Jack-on from keeping a bar-room or jockeying horses all his days. He never said a sarewd thing that stands in record or memory, and his death is a commentary upon his general-hip. He ordered his men to fire on any-body coming up a certain road, and straightway went up it himself. The same troops that Jack-son led, as recklessly marched, would have conquered under anybody. They were the flower of the South, high-spirited, fighting stock; but lu the history of their leader I see only one power in excess, that over fatigue. He seems to me to be the most exaggerated person-

age of the war.
His last words were:-"Let us go over the river and rest in the shade." His grave is in the village cemetery upon a grassy knoll, in view of the blackened and bollow walls of the military school where he was taught. Hence, you can see the Blue Bidge near by, unscarred by the long war, and rugged panoramas of nature on either side, with the pretty village stretching beneath. I felt, with all this mas culated stature of Jackson recently made known. some sense of grand association with his grave, if no more than of the mighty battles he min-gled in. But I heard a negro singing as he worked near by, free and cheery, and I won-dered if this man bad died in vain; he lived on in a dirge, not in any song.

LUMBER.

F. H. WILLIAMS

SEVENTEENTH AND SPRING GARDEN

OFFERS FOR SALE

PATTERN LUMBER OF ALL KINDS. EXTRA SEASONED PANEL PLANK. BUILDING LUMBER OF EVERY DESCRIP

CAROLINA 44 and 54 FLOORING, HEMLOCK JOISTS, ALL SIZES. CEDAR SHINGLES, CYPRESS BUNCH SHIN-GLES, PLASTERING LATE, POSTS,

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A FULL LINE OF

WALNUT AND OTHER HARD WOODS. LUMBER WORKED TO ORDER AT SHORT NOTICE. 7 27 mwt2m 1868. 1868.

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1868.	CHOICE PA'	CLEAR PINE. CLEAR PINE. TIERN PINE. FOR PATTE CEDAR.	1999
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FLORIDA FLOURING,
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1868, WALNUT BDS, AND PLANE; 1868, WALNUT BDS AND PLANE; 1868, WALNUT BOARDS, WALNUT PLANE. 1868. UNDERTAKERS LUMBER 1868.
RED GEDAR WALNUT AND PINE.

SEASONED POPLAR. 1868. WHITE OAK PLANK AND BOARDS, HICKORY,

S. CIGAR BOX MAKERS' 1868. SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

CAROLINA SCANTLING. 1868. NORWAY SCANTLING.

CEDAR SHINGLES, 1868 OYPRESS SHINGLES, A CO., MAULE, BROTHER & CO., No. 2500 SOUTH Street, 1868.

T. P. GALVIN & CO., LUMBER COMMISSION MERCHANTS, SHACKAMAXON STREET WHARF,

BELOW SLOAT'S MILLS, (BO-CALLED), PHILADELPHIA, AGENTS FOR SOUTHERN AND EASTERN Manufacturers of YELLOW PINE and SPRUCE TIMBER BOARDS, etc., shall be happy to furnish orders at wholesale rates, deliverable at any accessible port. Constantly receiving and on hand at our wharf SOUTHERN FLOORING, SCANTLING, SHINGLES, EASTERN LATHS, PICKETS, BED-SLATS, SPRUCE, HEMLOCK, SELECT MICHIGAN AND CANADA PLANK AND BOARDS, AND HACMATCC SHIP-ENERS,

ALL OF WHICH WILL BE DELIVERED AT ANY PARTOFTHE CITY PROAPTLY,

UNITED STATES BUILDERS' MILL, NOS. 24, 26, and 28 S. FIFTEENTH Street. ESLER & BRO., PROPRIETORS.

Always on hand, made of the Best Seasoned Lumber at low prices, WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS, Newels, Balusters, Brackets, and Wood Mouldings

WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS. Walnut and Ash Hand Railing, 8, 85, and 4 inches BUTTERNUT, CHESNUT, AND WALNUT

STOVES, RANGES, ETC.

NOTICE,—THE UNDERSIGNEB
would call attention of the public to his
NEW GOLDEN EAGLE FURNACE.
This is an entirely new heater. It is so constructed as to at once commend itself to general favor, bell g a combination of wrought and cast fron. It is very simple in its construction, and is perfectly airtight; self cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle, CHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street,
Philadelphia.

A large assortment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Ventilators, etc., alway on hand,
N. B.—Jobbing of all kinds promptly done. 5 101 NOTICE .- THE UNDERSIGNED

N. B.-Jobbing of all kinds promptly done. 5 101

CEORCE PLOWMAN. CARPENTER AND BUILDER,

REMOVED To No. 134 DOCK Street,

PHILADELPHIA.

daughter of the President of Washington College, and in 1857 married Miss Morrison, a Presbyterian preacher's daughter. A daughter, now five years old, survives him.

Much of his power originated with his pseudonym, "Stonewall," given him by General Lee at the battle of Bull Run. "Texas Rangers," "Louisiana Tigers," "Stonewall" Jackson scared as many as they ever shot.

Of Jackson's dramatic piety on the battle-field I hear dubious statements. He had lost some

RAILROAD LINES,

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

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

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 29, 1868. Passenger Trains leave the New Depot, corner of BEERS and AMERICAN streets, daily (Sundays excepted), as follows:—

cepted), as follows:— At 648 A. M.—Accommodation for Fors Washington.

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania scalinged, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Baliroads for Easton, Altentown, Catasanqua. Statington. Manch Chunk Weatherly, Jeanesville. Hazeton. White Haven, Wilkesbarre Kingston, Pitaton, and all points in Lahigh and Wyoming Valleys, also in connection with Lehigh and Wyoming Valleys, also in connection with Lehigh and Mahanoy Kaliroad for Mananoy City; and with Catawiasa Rairoad for Rupers. Dauville Millon and Wilkesbarre at 3 ° M.; at Mananoy City at 2 ° M. Hassengors by this train can take the Lehigh Valley Train, passing Bethlehem at 11-65 A. M. for Easton, and points on New Jersey Contral Railroad to New York.

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

At 10-70 A. M.—Accommodation for Fort Washington, stopping at Intermediate Stations.

At 14-6 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Manch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shepsandosh, Mt. Carmel, Pittson and Scragton, and all noints in Mahanoy and Wyoming Coal Regions, At 2-25 P. M.—Accommodation for polytestown, Stopping at all Intermediate stations.

At 18-18 P. M.—Lehigh and Susquenanna Express for Betblehem, Easton, Alientown, Manch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown, and for Summeytown to North wales.

At 4-15 P. M.—Accommodation for Doylestown, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown, and for Summeytown to North wales. At 745 A. M.-Morning Express for Bethlehem and

ville take this train to Quakertown, and for Sumney-town to North wales.

At 415 P. M.—Accommodation for Doylestown, atopping at all intermediate stations. Passengers for Willow Grove. Hathoro. and Hartaville take stage at Abington; for New Hope at Doylestown.

At 500 P. M.—Through secommodation for Bethlehem and all stations on main line of North Pennsylvania Ralirond, connecting at Bethlehem with Lehigh Valley Lehigh and Susquebanna Evening Train for Beston. A lieutown Mauen Chunk.

At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1120 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADE PRICE.

On. TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 900 and 1105 A. M., 200 and 20 P. M.

1105 A. M. and 200 P.M. Trains makes direct connec-

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

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

From Doylestown at 8'25 A. M., 5'00 and 7'00 P. M.

From Lansdale at 7'30 A. M.

From Port Washington at 9'30, 10'45 A. M. and 3'1 P. M.

Prom Note Washington at 2 30, 10 to 2 2. M., and 3 1 P. M.

Philadelphia for Bethlehem at 2 30 P. M.
Philadelphia for Doylestown at 2 30 P. M.
Doylestown for Philadelphia at 7 30 A. M.,
Bethlehem for Philadelphia at 4 30 P. M.
Fifth and Sixth Streets Passenger Cars convey 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. depot.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to prin cipal points, at Mann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH Street.

W EST CHESTER AND PHILADELPHIA V RAILROAD.—SUMMER ARRANGEMENT, On and after MONDAY, April 18, 1868, Trains will On and after MONDAY, April 18, 1868, Trains will leave as follows:—
Leave Phinadelphia from the Depot, THIRTYFIRST and CHESNUT Streets, 7'15 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 east Market street, at 5'15 A. M., 7'15 A. M., 7'30
A. M., 1045 A. M., 155 P. M., 4'50 P. M., 6'55 P. M.,
On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5'30 P. M.
Trains leaving West Chester at 7'30 A. M., and leaving Philadelphia at 4'50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7'15 A. M., and going West will take train leaving Philadelphia at 4'50 P. M., and transfer at B. C. Junction. tion.

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

ON SUNDAYS.

Leave Philadelphia at 8 00 A. M. and 2 00 P. M.
Leave West Chester at 7 45 A. M. and 5 00 P. M.
Trains leaving Philadelphia at 7 15 A. M. and 4 50 P. M.
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.
Passessers are allowed to take Wearing Apparet. Passengers are allowed to take Wearing Apparel only, as Haggage, 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 Supt., Philadelphia, April 1st, 1868.

HOR CAPE MAY VIA WEST JERSEY RAIL-

CAPE MAY VIA WEST JERSEY RAIL.

ROAD.—From foot of MARKET Street (Upper Ferry). Commencing SATURDAY, July 18, 1868.

9:66 A. M., Cape May Express, due at 12:25 (noon).

2:16 P. M., Cape May Passenger, due at 7:16 P. M.,

4:00 P. M. Fast Express, due at 10:05 A. M.,

RETORNING LEAVE CAPE ISLAND.

6:36 A. M., Morning Mail, due at 10:06 A. M.,

9:08 A. M. Fast Express, due at 12:07 P. M.,

5:08 P. M., Cape May Express, due at 12:07 P. M.,

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

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

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

Annual Tickets, \$1:00, Quarterly Tickets, \$50, for sale at the office of the Company in Camden, N. J.,

Through Tickets can be procured at No. 828 Chesnut street (under the Continental Hotel), where orders can also be left for Baggage, which while be called for and checked at residences by the Union Transfer Company

called for and checked at realdences by the Union Transfer Company
WEST JERSEY RAILROAD LINES.
For Bridgeton, Ealem. Millville, Viueland, and intermed at a stations, at 8:90 A. M. and 3 30 P. M.
For Cape May, 9:00 A. M., 3:15 P. M. and 4 P. M.
Woodbry Accommodation train at 6:00 P. M.
Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon)
Commutation Checks between Philadelphia and all stations at reduced rates.

WILLIAM J. SEWELL, Superintendent,
July 2, 1888. July 2, 1888.

TRAL RAILROAD - SUMMER ARRANGE.
MENT. - On and after MONDAY, April 13, 1888, trains
will leave the Depot, THIRTY-FIRST and OHES.
NUT Streets, West Philadeiphia, as follows:

At 715 A. M., and 450 P. M., and leave Rising Sun as
515 A. M., and Oxford at 6 A. M., and leave Oxford at
875 P. M. DHILADELPHIA AND BALTIMORE CEN 3'25 P. M.

A Market Train, with Passenger Cars attached, will rungon TUESDAYS and FRIDAYS, leaving the Rising Son at 11'05 A. M.; Oxford, 11'45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Pailadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2'36 P. M.; runs through to Oxford. On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 250 P. M.; runs through to Oxford.

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

The strain leaving Philadelphia at 450 P. M. runs to Rising sun, Maryland.

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

HENRY WOOD,

General Superintendent.

THEOUGH 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.
POR PHILADELPHIA. THEOUGH LINE BETWEEN WASHINGTON 7 P. M

FOR PHILADELPHIA.

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

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

SLEEPING CARS for New York on 7 P. M. train daliy.
Through Tickets to Philadelphia, New York, or Poston, can be had at the Station Office at all hours Boston, can be had at the Station Office at all hours in the day, as well as at the new office is the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltimore and Ohlo Raiirosad advertisement and schedule between Washington, Baltimore, Aunapolis, and the West.

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

225†] GEO. S. ROONTZ. Agent. Washington.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wikesharre. Mahanoy City, Mount Carmel, Centralis, and all points on Lehigh Valley Raliroad and its branches. branches.
By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandine 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 2] ELLIS CLARK, Agent.

TTHE ADAMS EXPRESS COMPANY, OFFICE THE ADAMS EARTH SECONDARY OF THE No. 200 CHESSUT Street, forwards Parcels, Packages, Merchandise, Bank Note, and Specie, either by its own libes or in connection with other Express Companies, to all the principal towns and cities in the United States.

227:

BAILROAD LINES

PEADING BAHROAD,—GREAT TRUNK
Pennsylvania, the Schuyikir, Susquehanna, Comberlard, and Wyowing Vallaga, the North, Northwest, and the Canadas, Supuner Arrangement of
Passenger Trains, Monday, August 3, 1868, leaving the
Company's Depot, Thirteenth and Callowhill streets,
Philadelphia, at the following hours—
NORNING ACCOMMODATIONS,—At 739 A. M.
for Reading and all intermediate stations, and Alien
town.

for Reading and all intermediate stations, and allen town.

Ref. raing, leaves Reading at 620 P. M., arriving in Philadelphia at 916 P. M.

MORNING EXPHRESS.—At 8 15 A. M., for Reading Lebassia, Harrasburg, Pottaville, Pine Grove, Iamagon, Sunbinry Williamsport, Elmira Rochester, Klagara Falla, Buffalo, Wilkesparre, Pittaton, York, Carlisie, Chan bernburg, Hagerstown, etc., The 7 % train connects at Resading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8:18 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clinton with Catawassa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Combertand Valley, and Schnyikill and Sasquehanna trains for Northumberland, Williamsport, York, thambershurg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 520 P. M. for Reading, Pottaville Harrisburg, stc., connecting with Reading and Columbia Railroad trains for Columbia, etc., POTTSTOWN A CCOMMODATION—Leaves Pottaonnecting with Reading and Columbia Railroad raibs for Columbia, etc. POTIETOWN ACCOMMODATION,—Leaves Pottsown at 6-45 A. M., stopping at intermediate station errives in Philadelphia at 9-05 A. M., Returning leave blisdelphia at 4-36 P. M.; arrives in Potistown at 6-4

READING ACCOMMODATION-Leaves Reading READING ACCOMMODATION—Leaves Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.

Beturning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 8 65 P. M.

Trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 8 5 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 205 P. M., and Pottsville at 2 45 P. M.; arriving at Philadelphia at 6 45 P. M.

Harrisburg accommodation leaves Reading at 7 15 A. M., and Barrisburg at 4 16 P. M. Connecting at Reading with Alternoon Accommodation south at 250 P. M., arriving in Philadelphia at 9 15 P. M.

Harke train, with a Passenger car stuched, leaves Philadelphia at 12 55 Doon for Pottaville and al Way Stations; leaves Pottaville at 7 A. M. for Philadelphia and all other Way Stations.

ons, teach all other Way Stations all other Way Stations in the above trains ron daily, sundays excepted, the above trains ron daily, sundays excepted. unday trains leave rottsville at 846 A. M., and lindelphia at 816 P. M.; leave Philacelphia for ading at 866 A. M., returning from Reading at 425 P. M. CHESTER VALLEY RAILBOAD.—Passengers for Loweringtown and intermediate points take the 7:30 A. M., 12:46 and 4:30 P. M. trains from Philadelphia, returning from Downingtown at 6:30 A. M., 1:06, and 5:45 P. M.

phia recurning from Downingtown at 5 % A. M., 100, and 8 45 P. M.

FERKIOMEN RAILROAD.—Passengers for Collegevitie take 7 % A. M., and 4 30 P. M. trains from Philadelphia, returning from Collegeville at 8 27 A. M. and 4 30 P. M. trains from Philadelphia, returning from Collegeville at 8 27 A. M. and 1 40 P. M. Stape lines for various points in Perkionen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5 00 and 5 00 P. M., passing freading at 1 A. M., 1 35 and 10 10 P. M., passing freading at 1 A. M., 1 35 and 10 10 P. M., passing freading at 1 A. M., 1 35 and 10 10 P. M., passing training ort, Elmiras Baltimore, etc., Returning, Express Train leaves Harrisburg, at 8 and 5 25 A. M., 9 35 P. M., passing freading at 4 49 and 7 46 A. M., and 11 40 P. M., arriving at New York, 10 10 and 11 45 A. M., and 5 00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pitsburg, without change.

Mail train for New York leaves Harrisburg at 8 10 A. M., and 2 05 P. M. Mail train for Harrisburg at 8 10 A. M., and 9 05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAHLROAD Trains leave Pontsylle at 6 46 11 20 A. M., and 2 15 and 4 36 P. M., M.

M. SCHUYLKILL AND SUSQUEHANNA RAIL SCHUYLKILL AND SUNA BLANK OF PINE-ROAD,—Trains leave Auburn at '55 A. M. for Pine-grove and Harrisburg, and at 12:15 P. M. for Pine-grove and Tremont; returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M., and 5:36 P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Causdas.

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

rates.

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

The following tickets are obtainable only at the Office of S. Braoford, Treasurer, No. 237 S. Fourth street. Philadelphia, or G. A. Nicholis, General Super-Intendent, Reading.

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

Mileage Tickets, good for 2000 miles, between al points, at 62250 each, for families and firms.

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

Clergymen realding on the line of the road will be furnished with cards, entitling themselves and wiver fornished with cards, entitling themselves and wives to thekets at hall fare.

Excursion Tickets from Philadelphia to principal stations, good for Satu-day, Sunday, and Monday, at reduced/are, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

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

Freight Trains leave Philadelphia daily at 435 A. Freight Traips leave Philadelphia daily at 4°35 A. M., 12°45 noon, 2°00, and 6°P. M. for Reading, Lebsnor, Harrisburg, Pottaville, Port Clinton, and all points

beyond.
Malis cose at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principul stations only at 2·15 P. M.
BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets. DENESYLVANIA CENTRAL RAILROAD.

bummer time, taking effect may it isses. The trains of the Pennsylvania Central Rallicad leave the Bepot, at Thirty-FitsT and Market Streets, which is reached directly by the Market Streets cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one aquate 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 depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 90 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LEAVE DEPUT, VIZ:-

Barrisourg Accommodation...... Lancaster accommodation...... Parkenburg Train...... Cincinnsti Express..... aliy, except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be proured and bagsage delivered by 5 % P. M., at No. 116 TRAINS ARRIVE AT DEPOT, VIZ :-

General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE.
FOR SERMANTOWN.

Leave Philadelphia 6, 7, 8, 905, 16, 11, 12 A, M., 1, 2, 24, 3%, 4, 5, 5%, 6 10, 7, 8 9, 16, 11, 12 P, M.

Leave Germantown 6, 7, 7, 75, 8, 8, 20, 9, 10, 11, 12 A, M., 1, 2, 8, 4, 4%, 6, 65, 7, 8, 9, 19, 11 P, M.

The 8 20 Down Train, and 3% and 5% Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

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

Leave Germantown 8½ A. M. 1, 8, 9% P. M.

Leave Philadelphia 3, 8, 10, 12, A. M., 2, 3%, 5%, 7, 9 and 11 P. M.

Leave Chestnut Hill 716, 8, 940, and H10 A. M., 140, 340, 540, 640, 840 and 1040 P. M.

Leave Philadelphia 3% A. M. 2 and 7 P. M.

Leave Chestnut Hill 716, 8, 940, and H10 A. M., 140, 340, 540, 640, 840 and 1040 P. M.

Leave Chestnut Hill 726 A. M. 2 and 7 P. M.

Leave Chestnut Hill 726 A. M. 1240, 540 and 925 P. M.

EUR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7%, 9, and 11°05 A. M., 12°40, 5 40 and 9°25 P. M.

EUR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7%, 9, and 11°05 A. M., 13′4, 3, 43′5, 5%, 634, 8°46 and 11½ P. M.

Leave Norristown 5°40, 7, 7°50, 9, and 11 A. M., 13′4, 3, 43′4, 63′4, and 5½ P. M.

Leave Philadelphia 9 A. M., 2°30 and 7°15 P. M.

Leave Philadelphia 6, 7; 9, and 11°05 A. M., 13′4, 3, 43′4, 53′4, 81′4,

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

WM. W. HARDING, Publisher,

EGO, ESC CHEENUT Barset below Fourth

RAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEN AND TRENTS RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK. AND WAY PLACES, FROM WALNUT STREET WHARF. At 8 A. M., via Camden and Jersey City Ex-press Mail. At 2 P. M., via Camden and Amboy Express... 230 At 2 30 P. M., via Camden and Jersey City Ex-At 6 P. M., for Amboy and intermediate stations.
At 5 20 and 8 A. M., 2 2 2 3 5 2 0 P. M., for Freehold.
At 8 and 10 A. M., 2 8 20 and 4 20 P. M. for Trenton.
At 7 30, 8, and 10 A. M., 1, 2 2 20, 420, 6 and 11 3 P. M. for Bordentown, Burlington, Beverly, and

Delauco, Bordentown, Burlington, 6 and 11 30 At 520 and 10 A. M., 1, 2, 3, 3, 6, 3, 6, and 11 30 P. M., At 520 and 10 A. M., 1, 2, 3, 3, 6, and 11 30 P. M., Edgewater, Block Torsuce.
570 and 16 A. M., 1, 3, 426, 6, and 1120 P. M. for ewater, Riverside, Riverton, and Palmyra, 2 P.M. diverson and 320 P. M. for Palmyra, 570 and 10 A. M., 1, 8, 420, 6, and 1120 P. M. for

for Riverson and 3:30 P. M. for Palmyrs.
At 5:30 and 10 A. M., 1. 5, 4:30, 6, and 11:30 P. M. for Pish House.
The 1 and 11:30 P. M. Lines leave from Market.
Street Ferry tupper side).
At 11 A. M., via Kensington and Jersey City, New York Express Line Fare 4z.
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 13 A. M., 2:30, and 5 P. M. for Morrisville and Toliylown.
At 7 and 10:15 A. M., 2:30, and 5 P. M. for Scheneas and Eddington
At 7 and 10:15 A. M., 2:30, and 5 P. M. for Scheneas and Eddington

At7 and 10°15 A. M., 2°30, and 5 P. M., for Schenous and Eddington
At7 and 10°15 A. M., 2°30, 4, 5, and 6 P. M., for Cornwells, Torrisdate, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPSIA DEPOT.
Via Connecting Railway,
At 9°30 A. M., 1 30, 6°30, and 12 P. M. New York Express Libes, via Jorney City, Fare \$3°25.

At 1 A. M., Emigrant Libe, Fare, \$2.
The 9°30 A. M., and 6°30 P. M. Lines will run daily,
At 9°30 A. M., 1°30, 6°30, and 12 P. M. for Trenton.
At 9°30 A. M., 6°30 and 12 P. M. for Fistol.
At 12 P. M. (Night), for Morrivelle, Tuliytown,
Schensk's, Eddington, Cornwells, Torrisdale, Hotmes burg, Tacony, Wissinoming, Bridssburg, and Frank-ford,

For lines leaving Kenslugton Depot take the cars on Third or Fifth streets, at Chennut street, 30 minutes before det arture. The cars on Market street Ratiway run direct to West Philadeiph a Depot; Chesnut and Walnut within one square. On Fundays the Market street cars will run to connect with the 9:30 A. M., and 6:30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES,
At 700 A. M. for Ningara Falls, Buffalo, Dunkirk,
Eimira, Ithaca, Owero, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 700 A. M. and 270 P. M. for Scranton, Strondsburg, Water Gnp, Belvidere, Easton, Lambertville,
Flemington, etc. The 3 30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILBOADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6 15 P. M., for Merchantsville,
Moorestown Hartford, Masonville, Hainssort, Mount
isoly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Oream Bidge,
Imiaystown, Sharon, and Hightstown.

Imiaystown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and Hightstown.

Fifty pounds of baggage outy are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage - yer fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

Tickets sold and baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, and Suspension Bridge, An and Suspension Bridge, An excitional Ticket Office is located at No. \$28 Chesnat strest, 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 FOR PHILADELPHIA.

LINES FROM NEW YORK FOR PHILADELPRIA,
Will leave from foot of Courtland street at 7 A. M.,
1 and 4 P. M., and 12 night via Jersey City and Camden; at 6:30 P. M. via Jersey City and Kensington; at
10 A. M., 12 M., and 5 P. M. via Jersey City and West
Philadelphia. Philadelphia.

From Pier No. 1 North River at 5:30 A. M. Accoommodation, and 2 P. M. Express, via Amboy and Camden.

WILLIAM H. GATZMER,

Agent.

Agent.

HICADISLIPHIA, WILMINGTON AND BAL

TIMORE RAILROAD.

COMMENCING MONDAY, April 13, 1868, Trains will leave Depot corner of BROAD Street and WASH-INGTON Avenue as follows:—

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

Exp. ess Train at 12:00 M. (Sundays excepted) for Baltimore and Washington M. (Sundays excepted) for Crisseid and Intermediate Stations. Crisseid and Intermediate Stationa.

Exp.ess Train at 1206 M. (Sundays excepted) for Sattimore and Washington, atopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train as 350 P. M. (Sundays excepted) for Sattimore and Washington, stopping at Chester, 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. Night Express at 11'00 P. M. (Dally) for Baltimore and Washington, Stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Satardays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbory, Princess Anne, and connecting at Cristield with Hoat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Fassengers for Fortress Mouroe and Norfolk via Baltimore will take the 1200 M. Train. Via Cristield will take the 11'00 P. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

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

Leave Willmington 7'00 and 8'10 A. M. (dally), 1'30'

with Delaware Railroad for Harrington and intermediate stations.

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

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mail; 9:40 A. M., Express; 2:25 P. M., Express; 6:35 P. M., Express; 8:56 P. M., Expre SHORTEST ROUTE TO THE SEA-SHORE

CAMDEN AND ATLANTIC RAILROAD. SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY. On and after SATURDAY, July 4, trains will leave

VINE Street Ferry as follows:-Special Excursion..... Mail
Freight, with passenger car attached. 9 15
Express (through in two hours). 200
Attantic Accommodation. 4/16
Returning, leave Atlantic4 15 P. M. Special Excursion..... Mail... Freight, with passenger car... Express (through in two hours)... Accommodation11 40 A. M.7 10 A. M.5 50 A. M.

Fare to Atlantic. \$2. Round trip tickets, good only for the day and train on which they are issued, \$3. The Philadelphia Local Express Company, No. 825 CHESNU: 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 CHESNUT Street.

D. H. MUNDY, Agent.

Haddonfield Accommodation Train leaves

PHILADELPHIA AND ERIE BAILROAD. BUMMER TIME TABLE,
Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Fennsylvania,
ELEGANT SLEKPING CARS on all Night Trains,
On and after MONDAY, May 11, 1888, the trains
on the Philadelphia and Eric Hallroad will run as
follows:-

BUNTING, DURE OROW & CO., AUCTION RERE, Non- 25 and 254 MARRIT Street, oc. 1 are of Bank street. Success. To to John B. Mysra & Co. LARGE PERFMPTORY SAL. OF 2000 CASES
BOUTS, SHOES, THAVELIAM, BAGS, ETC.
On Thesday morning.
Aug. 11, at 10 o'clock, on 4 months' credit. [85.5] LARGE POSITIVE SALE OF BRITISH, FRENCH, GARMAN, AND DON ESTIC DRY GOODS, On Timraday a Grillag, Aug. II, at 10 C'clock, on four months' crec'lt. [875] LARGE POSITIVE SALE OF CARPETINGS, 200
PIECES OIL-CLOTHS ETC.
Ou Friday Morning,
August 14, at 11 ocices, on four months' credit,
about 200 pieces ingrain, Venetian, list, hamp, cot-LIPPINGOTE, SON & CO., AUCTIONEERS.

FIRST LARGE POSITIVE SALE OF
1000 LOTS AMERICAN AND FMP ARTAD DAY
GOOD, LINKIN AND HOSERRY GOODS, WHILE
GOODS, NOTIONS, ETC., FOR FALL OF 1868,
By Catalogue, on credit,
By Catalogue, on credit,
On Wednesday,
August 12, 1868, commencing at 10 o'clock, Included will be found on attractive assortment at new
and desirable goods for the approximing season. 332

Also on Wedne day, by order of Assignee, a stock
of Dry Goods, comprising cloths, casim-yes, satulne's, tailoring goods, brown and becomed mustins,
wool and Canton flamels, merinos, dress goods,
prints, etc. a complete assortment, as found in a well
assorted a lock,

assorted slock, DAMAGE 9 DOLLS. Also, on account of whom it may concern, three cases large wax dolls, damaged upon voyage of importation.

M. S. FOURTH Street.

Assignees' Peremptory Sale on the Premises.
VERY VALVARL, WOOLEN AND COTTON
MILL, MACHINERY, FIXTURES, ETC.
Known as the "Dexter Mil and Die House," Main
street, s. utb of Lock street, extending through to
the Schuylkili river Manavung, Pa.
August 12, at 12 o'clock, will be sold at public sale
on the premises.

in the premises.

The Real Estate and Machinery to be sold in one lot.
For particulars see handolds at the suction 883t.

C. D. McCLEES & CO. LAUCTIC NEERS MARTIN BROTHERS, AUCTIONEERS,— No. 829 CHESNUT St., rear entrance from Minor. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, NO. 1110
CHESNUT Street: rear entrance No. 1107 Sansom st.

RAILROAD LINES.

BALTIMORE AND OHIO BAILBOAD.—
Trains between WASHINGTON AND BALTIMORE and WASHINGTON AND THE WEST ATO

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.
Leave daily, except Sunday, at 7:00 A. M., and 2:00 and 8:45, P. M.
FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

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

FOR ANNAPOLIS.

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

FOR ANNAPOLIS,
Leave at 7:00 A. M., and 4:30 P. M. No trains ite or from Annapolis on Sunday,
ON SUNDAY.
FOR BALFIMORE.
Leave at 7:45 A. M., and 4:30 and 8:45 P. M.
FOR WAY STATIONS.
Leave at 7:45 A. M., and 4:30 and 8:45 P. M.
FOR ALL PARTS OF THE WEST.
Leave daily, except Saturday and Sunday, at 7:45 A.
M., 4:30 and 8:45 P. M.
On Saturday at 7:45 A. M., and 2:30 P. M.
On Sunday at 4:30 and 8:45 P. M., only, connecting at Relay Station with trains from Baitimore 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. 3:3 Pennayivania avenus, between Sixth and Seventh streets.
For New York, Philadelphia, and Boston, see advertisement of "Through Line."

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
25:1] GEORGE S. KOONTZ, Agent, Washington.

TREIGHT LINES FOR NEW YORK AND
ALL POINTS NORTH and EAST, and for all
Stations on Camden and Amboy and Connecting
Kallroads, from Wainut street wharf.
INCREASED DESPATCH.
Freight for all way points on the Camden and
Amboy, Freehold and Jamesburg, and Burlington
County Raliroads, forwarded at 12 o'clock Noon
For Trenton, Princeton, Kingston, Rocky Hill. and
all points on the New Jersey and Belvidere Raliroads, forwarded at 214 P. M.

onds, forwarded at 2); P. M.
For New York, at 12, 2%, and 5 P. M.
Froght received from 7 A. M. to 5 P. M.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each lead of goods.

WALTER FREEMAN, Agent,
No. 226 S. Delaware Avenue,
Philadelphia.

FIRE AND BURGLAR PROOFSAFES ALUM AND DRY PLASTER ACAIN SUCCESSFUL.

BROOKLYN, May 15, 1868.

Mesars. Marvin & Co., New York-Gentlemen; Our Planing Mili, with FIFTY THOUSAND feet of lumber, 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 We want another man time.

SHEARMAN BROS. Yours truly, SHEARMAN BROS, This Sale was Red hot for several hours, and the

It can be seen at our store. No. 265 BROADWAY.

ast-iron feet were actually melted.

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), Phila.

265 BROADWAY. NEW YORK, 105 BANK STREET, CLEVELAND, O. And for sale by our Agents in the principal cities broughout the United States. 5 26 tuthaam

C. L. MAISER. MANUFACTURER OF

FIRE AND BURGLAR-PROOF SAFES. DOJ ITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, No. 434 BAUE BITOM A LARGE ASSORTMENT OF FIRE

and Burgiar-proof SAFES on hand, with inside doors, Dwelling-house Safes, free from damanse Prices low. C. HASSEN FOR BURE, 65 No. 422 VINE Street.

OHN CRUMP. CARPENTER AND JUILDER,

SHOPS: NO. 213 LODG'& STREET, AN NO. 1788 CHESN UT STREET, PHILADELPHIA TINITED STATES REVENUE STAMPS .-

Central Depot. No. 304 CHESNUT Street. Central Depot. No. 10°, S. FIFTH Street, one door below Chessuat. Established 1802. Revenue Stamps of every description constantly on

and in any amon' it.

Orders by Mail or Express promptly attended to.
United States 'sotes. Drafts on Philadelphia or Net
York or curre' it funds received in payment.
Particular strention paid to small orders.
The decisions of the Commission can be consulted
and any 'information regarding the law cheerium