THE HOOSAC TUNNEL.

Progress of the Work-Views on Both Sides of the Mountains-The Cost and Equipment.

Correspondence Springfield Republican. The condition of the works at the east end is very satisfactory. The deficiency in the supply of water has not been felt here at all this year, and there has been a surplus even at the driest time this summer. Two turbine wheels are being put in, in addition to those now in use, which will give all the power that can be desired. Colonel Crocker's steam engine still lies under its temporary shed, and the engineer does not propose to put it up until the emergency of a failure of water from drought or from anchor ice actually occurs. In either event, it can be set up very quickly at the west end of the present "mill," in which power is furnished for sawing, for the lathes, etc., used in repairing, for compressing the air to drive the machine drills, a mile and a balf away, and for ventilating the tunnel at

The excavation at this end has reached the total length of 5150 feet. Of this, however, only 2500 feet is yet called tunnel, while the remainder consists of a heading 1750 feet long, with an average section of 16 by 7 feet, and a further heading of 900 feet, with a section 24 by 8. That is, while the mountain has been penetrated 5150 feet, it will require the removal of 32,500 cubic yards of rock to bring this out to full tunnel size, so that the work done is equal to a clear advance of about 4000 feet. At the present time the heading is not being pushed, and all the work is done on the enlargement. The entire force on the pay roll at the east end consists only of about 125 men, including those at the shops. The reduction has been made necessary by the limited appro-priation. The machine drills also have been taken off for thorough repair. On Monday next the work will be renewed on the heading with the whole force and with machine drilling.

This east end is the most considerable part of the work done. The distance penetrated is a third greater than at all the other points, while reckoning completed tunnel only, it furnishes more than twice as much as all the others. The estimate is to have the excavation continued 5300 feet more from this side, making the total length 10,450 feet, or very nearly two miles.

The plan pursued of late by the commissioners and engineers at first strikes one as of questionable expediency; but I became fully satisfied that it was judicious. It has been, not to push the work just as fast and far as possible before the contractors take hold, so as to reduce the amount to be done by them; but while carrying on the work under the limited appropriation, to do it with more than usual care of machinery, and even to employ a part of the labor in making thorough repairs at all points, and getting everything into good order to leave. In consequence, the progress now being made is not up to the average of past months; and I confess I was disappointed in But reflection and observation convinced me that it was the wisest and cheapest course. The commonwealth will be able to make a bargain enough better with its contractors to pay for the temporary delay. Machinery and tools out of order are notoriously worth very little, and even that wastes very fast. As the contractors will include in their estimates the present condition of the machinery and material, it pays to have it all well kept up. Everybody knows that the selling or letting price of anything is enhanced by repairs very much more than the cost of those repairs. This work has been done very effectually by the chief engineer, Mr. Frost, I saw indications at every point of vigorous and judicious effort in this direction, and am satisfied that the temporary falling off in the rate of advance will be more than compensated in the result.

The central shaft remains as the sad accident of last October left it; and standing above the strange grave of those thirteen men buried six hundred feet deep, I realized, as never before, the awful character of such a calamity. It seemed infinitely more terrible to be killed so than under God's sunlight, and for something, and with, perhaps, a chance for life. But while the excavation has not progressed at all for nearly ten months, the work of preparation has not stood still. The force here has been reduced to twenty men, who had been getting out timber, setting up machinery, replacing what was destroyed by the fire, and enlarging the reservoir. The new building above the shaft is some ten feet higher than the old one. and differs from it somewhat in its shape and uses. The Putnam machine works of Fitchburg have just put in four new and efficient boilers and also a pair of engines of fifty-horse power, for lifting the stone and water from the shaft. The eld engine stands where it did, and has been fixed up "as good as new." It is to be applied hereafter solely to furnishing power and ventilation.

This "central shaft" had been sunk to the depth of 583 feet at the time of the fire. The Chief Engineer proposes, during the present month, to begin pumping from it. The water can be taken out easily in a fortuight. Four hundred and fifty feet remain to be worked before it will be "down to grade"—that is, to the level of the road-when tunnelling will be begun east and west from it. The specifications require that the contractor shall complete the (vertical) shaft-ready to begin the (horizontal) tunnel-by the 1st of November, 1869. This would require a higher rate of progress than has yet been attained, but the engineer deems it entirely practicable, with the new drills and the use of nitro-glycerine. The central shaft furnishes the only exception to the rule of a complete equipment for future work. Some five or six thousand dollars' worth of new machines would have to be put in here by the contractor. At all other points everything will be ready to go right on the very day the contract begins. This is the result of the overhauling which the commissioners and the engineers have made in every part of the equipment. The contractors need not estimate for any expense, or claim any delay on the ground of machinery, buildings or tools, except as above indicated. It will be observed that it will be a year from next November before the shaft will be sunk. Only then will the work begin in the proper excavation of the tunnel.

We have looked in at the east end and seen a hole running into the mountain 5150 feet. Going up to the top of the mountain, we have looked down a shaft 583 feet deep, with an elliptical section 27 by 15 feet, which, when pushed 450 feet further, will get the workmen down to the level of the Troy and Greenfield Railroad, whence they will tunnel east We now go over nearly to the and west. other side of the mountain, where it becomes very low, and here the well shaft has been sunk 348 feet deep. An engine of eighty-horse power furnishes ventilation, compresses the air for the drills, and lifts the stone from reporter or tourist. At the bottom, the headings have been run east a little over 1500 feet, with a height of 8 or 9 feet, and a width varying from 16 to 24. Going out to the end of this, I witnessed for the first time the machine drilling (suspended at the eastern end), and blasting by nitro-glycerine, which has been used only a few days, but has achieved a marked success. It is prepared by the shaft, as well as lets down an occasional

G. W. Mowbray & Co. on the spot, that is, above ground, and is brought down, a charge at a time, as it is wanted. The makers claim that the danger of premature explosion in ordinary nitro-glycerine is occasioned by a decomposition resulting from being kept a long time and carried a considerable distance, and that when prepared on the spot and at the time, it is less dangerous than pewder; and I must say that, though at first a little pervous at being in the same hole with that far-famed fulminate, I was delighted with the expedient. It certainly has a great superiority in its effects. The trouble with powder is that it dees not blow out the rock to the depth of the hole drilled. Nitro-glycerine is like a regular old-fashioned turnkey for getting at "the root of things." It tears the rock out from the very bottom of the hole, and so saves just that amount of drilling. The charges are all exploded at the west shaft by electricity. The workmen draw back the drilling machine and their carriages behind rude but strong doors, placed 150 to 300 feet back, whon the electric spark is excited, and a terrific noise is succeeded by the pattering of small stones and the grinding of big ones on the heavy timbers. Returning to the centre, we start west from the west shaft. In 264 feet we arrive at a supplementary shaft running up 277 feet to the air, and used solely for throwing out water. Still further west, 685 feet, is an auxiliary shaft only 215 feet deep. Here is a smaller engine, and the work to the west is now done wholly through this shaft. Here the rock is soft and will require arching all the way out to Farren's work at the extreme west end. The whole extent of heading west from the west shaft is 1037 feet (about eight feet high), making in all, east and west, 2550 feet on this side of the mountain. We have now been through the work so far as it is being done by the State; but passing clearover the mountain and facing about we see Farren's work. Here was at one time the great trial of the

enterprise, even to its sanguine friends. This is the "demoralized rock" which gave so much trouble. It is here that Mr. Bird's "porridge" is served up cold at all hours. General Haupt began the work of tunnelling some 500 feet still further west, but when he got along to this point the whole slumped in, and that part is now abandoned. It will be changed eventually into an open cut, with no very great depth, and at no great expense. From this point inwards is Farren's work; and very workmanlike it is. Considering the difficulties of the material with which he dealt, his success has been very marked. He has completed a distance of 700 feet, and has pushed his heading still further, nearly to the limit of his contract, which is 931 feet from the entrance. The enlargement, arching, etc., would necessarily take much more time, and as Mr. Farren's contract allows him till June 1, 1869, to finish, and as working slow is cheaper than working fast, he will probably not anticipate that time by many weeks.

Taking the actual distances of penetration, irrespective of height and width, we have

Total... ont of about 25,000 to be done before daylight will be seen through Hoosick. But it must be recollected that of this only about a third is enlarged to full height and width, so that only about a fifth of the stone has actually been taken out. Or, if we estimate the excavations of the highest shaft as a part of the work, we shall have

Heading as above...
 West
 583

 West, supplementary
 277

 West, auxiliary
 318

.... 9933 Total..... out of 25,000 feet of tunnel and 1847 of shaft projected-total, 26,847.

I have examined the printed specifications for the contracts carefully as possible, in the light of this visit and all the information I could gather. There were two things to be provided for-first, that the specifications shall be strict enough to guard the interests of the State, and second, that they shall not exact so much as to repel contractors. The specifications proposed by the engineers and adopted by the Governor and Council, seem to have secured the first pretty satisfactorily. Whether they have secured the second can only be told when the bids come is. The most important question is the progress to be exacted.

This is, at the east end, 75 feet per month on tunnel enlargement, 75 feet on heading enlargement, and 125 feet on extension of fullsize tunnel. At the central shaft it is required that the shaft shall be sunk to the grade by December 1, 1869, and that afterwards an advance of 80 feet shall be made in each direction of full-size tunnel per month. At the west shaft the specifications appear to be little loose. I find no requirement whatever in regard to the monthly rate westward, or the maximum time for making connection with Farren; while the only stipulation in regard to the work in the other direction is, that "the contractor shall employ suitable force and shall maintain after December 1, 1869, an average rate eastward of monthly progress of tunnel excavation to full size not less than 100 Why December 1, 1869, is taken for a

beginning, there is nothing to explain. Without going into details, it may be said generally that the specifications propose that the contractors shall take all tools and material at a valuation made by arbitration; shall occupy the shops at a rent to be fixed beforehand; and shall have the use, without charge, of the water works at the east end, and of the hoisting, pumping, and ventilating machinery now at the shafts, being required to keep them in repair and return them in order. Not much, however, is to be expected from this source. The State always comes off second best in such bargains. The people will have reason to be thankful if they once get the work done at a reasonable price, without looking to very much return from previous outlays. If the tunnel is once completed, there will be no very careful

inquiry for odds and ends. That is just what is to be found out from the bids. The proposals are to be made separately for twenty parts of the work, and the cost of all must be added to make the sum, which, by the terms of the law, cannot exceed \$4.750,000. Mr. Latrobe, the consulting engineer, thinks the work can be done for \$3,000 .-000: Colonel Crocker puts it at \$3,500,000; Mr. Francis, of Lowell, at \$4,750,000, to include everything, new machinery and the appraisement of the old.

WIRE GUARDS.

FOR STORE FRONTS, ASYLUMS, PAC-TORIES, ETC. Fatent Wire Hailing, Iron Bedsteads, Ornamenta Wire Work, Paper Makers' Wires, and every variety

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RAILROAD LINES,

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THE MIDDLE ROUTE.—Shortest and most direct line to Bethiehem, Easton, Allentown, Manch Chunk, Hasleton, White Haven, Wilkesbarre, Mabanoy City, Mount Carmel, Pitston, Scranton, Carbondaie, and all the points in the Lehigh and Wyoming Coal Region.

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

FUM MER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 28, 1888, Passenger Trains leave the New Depot, corner of BERES and AMERICAN streets, daily (Sundays excepted), as follows:—
A1 6 18 A. M.—Accommodation for Fort Washington.

BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 646 A. M.—Accommodation for Fort Washington.

At 746 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania salirosal, connecting at Bethlehem with Lehigh Valley and Lehigh and Sunquehaena Baliroach for Easton, Allentown, Catasanqua. Blatington. Masch Chunk Weatherly, Jeanesville. Hasieton, White Haven, Wilkesbarre. Kingston, Pitiston, and all points in Lehigh and Myoming Vaileya also is connection with Lehigh and Mahanoy Italiroad for Mahanoy City: and with Catawisa Baliroad for Mahanoy City: and with Catawisa Baliroad for Mahanoy City: and with Catawisa Baliroad for Rupert, Danville Militon, and Williamsport Arrive at Macano City at 2 P.M. Passengers by this train can take the Lenigh Valley Train, passing Bethlehem at 1165 A. M. for Easton, and points on New Jersey Central Baliroad to New York.

At 845 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations.

At 1970 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1950 A. M.—Lehigh Valley Express for Bethlehem, Allestown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, hit. Carmel, Pittston and Scranton, and all notics in Mahanoy and Wyoming Coal Regions.

At 235 P. M.—Accommodation for ipoylestown, stopping at all intermediate stations.

At 236 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, White Haven, Wilkesbarre, and Scranton. Passengers for Geenville tage this train to Quakertown, and for Sumneytown to North Wales.

At 616 P. M.—Accommodation for Doylestown, at 600 P. M.—Through accommodation. Passengers for Geenville tage this train to Quakertown, and for Sumneytown to North Wales.

At 616 P. M.—Accommodation for Doylestown, Stopping at all intermediate stations. Passengers for Freenville tage this train to Quakertown, and for Sumneytown in Railroad, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehama Express for Freenvill

TRAINS ARRIVE IN PHILADELPHIA.
From Bethiehem at 9:00 and 11:05 A. M., 2:00 and 3:30 P. M.

11:05 A. M. and 2:00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehaana trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.
Passengers leaving Wilkesbarre at 1:45 P. M. connect at Bethiehem 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 Fort Washington at 9:30, 10:45 A. M. and 8:1 P. M. TRAINS ARRIVE IN PHILADELPHIA.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 9:39 A. M. Philadelphia for Doylestown at 2:00 P. M. Doylestown for Philadelphia at 7:00 A. M. Bethlehem for Philadelphia at 4:30 P. M. Fifth and Sixth Streets Passenger Cars convey pasengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line ran within a short distance of the 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 pal points, at Mann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH Street.

W EST CHESTER AND PHILADELPHIA VV RAILROAD.—SUMMER ARRANGEMENT, On and after MUNDAY, April 13, 1868, Trains will On and after MONDAY, April 13, 1863, Trains will leave as follows:—
Leave Philadelphia from the Depot, THIRTY.
FIRST 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 6-15 A. M., 7-15 A. M., 7-26
A. M., 10-45 A. M., 1-55 P. M., 4-59 P. M., 6-55 P. M.
Gn and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 6-30 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.
The Depot in Philadelphia is resched directly by

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

HOR CAPE MAY VIA WEST JERSEY RAIL-

FOR CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper
Ferry). Commencing SATURDAY, July 18, 1888.

Trains leave as follows for Cape May:—
9:00 A. M., Cape May Express. due at 12:25 (noon),
2:15 P. M., Cape May Passenger, due at 7:15 P. M.,
4:00 P. M., Fast Express, due at 6:35 P. M.,
RETURNING LEAVE CAPE ISLAND,
6:30 A. M., Morning Mail, due at 10:05 A. M.,
9:06 A. M., Fast Express, due at 12:07 P. M.,
6:00 P. M., Cape May Express, due at 8:22 P. M.,
Sunday Mail and Passenger train leaves Philadelphis at 2:15 A. M., Returning leaves Cape Island at
6:10 P. M. Excursion Tickets, 82.
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, \$100; 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 will be
called for and checked at realences by the Union
Transfer Company
WEST JERSEY RAILROAD LINES.

Transfer Company WEST JERSEY RAILROAD LINES. For Bridgeton, Salem, billylis, Vinciand, and in-termed ate stations, at 800 A. M. and 3 30 P. M. For Cape May, 700 A. M., 3 15 P. M., and 4 P. M. Woodbury Accommodation train at 600 P. M. Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon)

Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

DHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD — SUMMER ARRANGE.
MENT.—On and after MONDAY, April 13, 1868, trains
will leave the Depot, THIRTY-FIRST and OHES.
NUT Streets, West Philadelphia, as follows:—
At 715 A. M. and 450 P. M., and leave Bising Sun at
515 A. M., and Oxford at 6 A. M., and leave Oxford at

5'15 A. M. and Oxford at 6 A. M. and leave Oxford at 8'25 P. M.

A Market Train, with Passenger Cars attached, will rungon TUESDAYS and FRIDAYS, leaving the Rising Sun at 11'05 A. M.: Oxford, 11'45 A. M.; and Kennett, 1 P. M.; connecting at West Chester Junction with a train for Philadelphia at West Chester Junction with a train for Philadelphia. On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2'39 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 4'50 P. M. runs to Rising Sun, Maryland.

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

General Superintendent.

Trains between Washington 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 7.46 A. M., 12.30 and 7 P. M. THROUGH LINE BETWEEN WASHINGTON

P. M FOR PHILADELPHIA.

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

Leave for New York and Philadelphia at 7 P. M., only. SLEEPING CARS for New York on 7 P. M. train SLEEPING CARS for New York on 7 P. M. train daily.

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

See Baltimore and Ohlo Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent.

2257] GEO. S. KOONTZ, Agent, Washington.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD to Wilkesbarre, Mahanoy City, Mount Carmel, Centralla, and all points on Lehigh Vailey Railroad and its branches. branches.

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

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

[7 22] Fillis Clark. Agent.

TTHE ADAMS EXPRESS COMPANY, OFFICE Packages, Merchandise, Hank Note, and Specie, either by its own lines or in connection with other Express Cor panies, to all the principal towns and Express Companies, to all the principal towns and cities in the United States.

JOHN BINGHAM, Superintendent.

RAILROAD LINES, PEADING BAILHOAD.—GREAT TRUNK
Pennsylvania, the Schuyledi, Sosquehania, Cumberland, and Wyouning Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, Angust 3, 1885, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours.—
NORMING ACCOMMODATIONS.—At 720 A, M. for Reading and all intermediate stations, and Allen town. NORMING ACCOMMODATIONS.—At 720 A. M. for Reading and all intermediate stations, and allen towns.

Returning, leaves Reading at 720 P. M., arriving in Philadelphia at 715 P. M.

MORNING EXPRESS.—At 715 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famagua, Eunbury, Williamaport, Elmira Rochester, Siagara Falla, Burfaio, Wilkesbarre, Pittaton, York, Carlisie, Chambersburg, Hagerstown, etc.

The 730 train connects at Reading with the East Pennsylvanta Raliroad trains for Allentown, etc., and the 8-15 A. M. connects with the Lebanon Valley urals fer Harrisburg, etc.; at Port Uninton with Catawinas Railroad trains for Williamsport, Lock Haven, Emilra, etc.; at Harrisburg with Northern Central, Cumber, and Valley, and Schuyikill and Susquehaona trains for Northumberland, Williamsport, York, thanbersburg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 570 P. M. for Reading, Pottaville Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION,—Leaves Pottalows at 6-46 A. M., atopping at Intermediate stations; arrives in Philadelphia at 705 A. M. Resventing leaves own at 5 to A. M., stopping at intermediate stations: arrives in Philadelphia at 5 to A. M. Returning leaves Philadelphia at 4 30 P. M., arrives in Pottstown at 5 to Philadelphia at 4 20 P. M.; arrives in Pottstown at 6 40 P. M.

RFADING ACCOMMODATION—Leaves Reading at 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 in A. M.

Returning, leaves Philadelphia at 5 in P. M.; arrives in Reading at 8 to P. M.

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

Harrisburg accommendation leaves Reading at 7 in A. M., and Barrisburg at 4 in P. M. Connecting at Reading with Alternoon Accommodation south at 6 in P. M., arriving in Philadelphia at 9 in P. M.

Marke train, with a Passeoger car attached, leaves Philadelphia at 12 45 need for Pottsville and all way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 in A. M., and Philadelphia in 12 in P. M.; teave Philadelphia for Reading at 8 in A. M., returning from Reading at 4 in P. M.

UHISTER VALLEY RAILROAD.—Passengers P. M. UHESTER VALLEY RAILROAD.—Passengers or Lowningtown and intermediate points take the '20 A. M., 1245 and 420 P. M. trains from Philadeinia, returning from Downingtown at 530 A. M., 1'00, and 545 P. M. phis, recurring from Downingtown at 6:36 A. M., 1'00, and 5:35 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7:30 A. M., and 4:30 P. M. trains from Philadelphia, returning from Collegeville at 8:7 A. M., and 1:49 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSEURG AND THE WEST.—Leaves New York at 9 A. M., 8:00 and 8:00 P. M., passing Reading at 1 A. M., 1:50 and 10:10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, William port, Einlyra, Baltimore, etc., Returning, Express Train leaves Harrisburg, on arrival of Penns Ivania Express from Pilisburg, at and 5:25 A. M., 9:35 P. M., passing Reading at 4:39 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 Pittsburg, 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 2:05 P. M. Mail train for Harrisburg leaves New York at 12 Noot.

SCHUYLKILL VALLEY RAH, BOAD.—Trains leave Politylik at 6:40 P. M., and 2:15 and 4:56 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL. CHUYLKILL AND SUSQUEHANNA RAIL SCHUYLKILL AND SCHUYLAND AND SCHUYLKILL AND SCHUYLK P.M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train. Reading and 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 istations by Reading and Pottstown Accommodation Trains at reducedrates.

The following tickets are obtainable only at the office of S. Bractord, Treasurer, No. 237 S. Fourth street, Philadelphia, or G. A. Nicholla, General Superintendent, Reading.

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

Mileage Tickets, good for 2000 miles, between all points, at \$52.56 each, for tamilies and firms.

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates. clergymen residing on the line of the road will be Clergymen residing on the line of the road will be ornished with cards, entiting themselves and wives to tickets at hall fare.

Excursion lickets from Philadelphia to principal stations, good for Saturday, Sonday, and Monday, at reduced Jare, to be had only at the Ticket Office, at

reduced /are, to be had only at the Ticket Omos, 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 Philadalphia daily at 4°35 A. M., 12°45 noon, 3°0, and 6° P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. harisone, Potavine, For Cinton, and an points beyond.

Mails close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M., BAGGAGE.—Dungan's Express will collect Bag-gage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 s. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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

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

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

Agents of the Union Transfer Company will call for and deliver beggage at the depot. Orders left at No. 501 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:-

Market streets.
TRAINS ARRIVE AT DEPOT, VIZ.:-Cincini ati Express.....

by special contract. EDWARD H. WILLIAMS, 42b General Superintendent, Altoona, Pa.

DHILADELPHIA, GEEMANTOWN, AND PORTISTOWN RAILROAD.—TIME TABLE. FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 905, 16, 11, 12 A, M., 1, 2, 34, 35, 4, 5, 57, 610, 7, 8 9, 10, 11, 12 P, M.

Leave German town 6, 7, 74, 8, 820, 9, 10, 11, 12 A, M., 1, 2, 3, 4, 45, 6, 6, 7, 8, 9, 10, 11 P, M.

The 8 20 Down Train, and 334 and 34 Up Trains will not stop on the Germantown Branch in the Sulphantown Branch.

ON SUNDAYS.

Leave Philadelphia 94 A, M. 2, 7, 1054 P, M.

CHESTNUT HILL BAILROAD.

Leave Chestnut Hill 716, 8, 946, and 1110 A, M., 140

340, 640, 640, 640 and 1040 P, M.

Leave Philadelphia 94 A, M. 2 and 7 P, M.

Leave Philadelphia 95 A, M., 1240, 540 and 925

P.M.

Leave Philadelphia 95, A, M., 1240, 540 and 925

P.M.

Leave Philadelphia 6, 75, 9, and 1145 A, M., 15, 3, 45, 64, 845 and 115 P, M.

Leave Norristown 540, 7, 750, 9, and 11 A, M., 15, 3, 45, 55, 64, 856 and 115 P, M.

Leave Norristown 540, 7, 750, 9, and 11 A, M., 15, 3, 45, 55, 64, 856 and 115 P, M.

Leave Philadelphia 6, 75, 9, and 1105 A, M. 15, 3, 45, 55, 64, 80, 816 and 115 P, M.

Leave Philadelphia 6, 75, 9, and 1105 A, M. 15, 3, 45, 55, 65, 80, 816 and 115 P, M.

Leave Norristown 7 A, M., 530 and 9 P, M.

Leave Philadelphia 6, 75, 9, and 1105 A, M., 15, 3, 55, 55, 65, and 115 P, M.

Leave Manayunk 610, 75, 520, 95, and 115 A, M., 2, 35, 55, 65, and 9 P, M.

Leave Manayunk 610, 75, 520, 95, and 115 A, M., 2, 35, 55, 65, and 9 P, M.

Leave Manayunk 7 A, M., 530 and 9 P, M.

Leave Manayunk 7 A, M., 530 and 9 P, M.

Leave Manayunk 7 A, M., 540 and 9 P, M.

Leave Manayunk 7 A, M., 540 and 9 P, M.

Leave Manayunk 7 B, M., 24 and 74 P, M.

Leave Manayunk 7 B, M., 24 and 75 P, M.

Leave Manayunk 7 B, M., 250 and 9 P, M.

Leave Manayunk 7 B, M., 250 and 9 P, M.

Leave Manayunk 7 B, M., 250 and 9 P, M.

Leave Manayunk 7 B, M., 250 and 9 P, M.

Leave Manayunk 7 B, M., 250 and 9 P, M.

Leave Manayunk 7 B, M., 250 B, M. 250 B,

CET THE BEST-THE HOLY BIBLE-HARD in leasting fathers of Turkey Morocco and antique bindings. A new edition, arranged for photographic pertraits of families.

WM. W. HARDING, Publisher, 1800, 1800 MCCHESBUT Street below Fourth

RAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEM AND TRENTEN RAILBOAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF.

A15-26 A. M., VIA CAMDEN AND AMBOY ACCOMMODITION OF THE PROPERTY At 8 A. M., via Camden and Amboy Accommo-At 8 A. M., via Camden and Jersey City Ex-pross Mail.

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

At 2 P. M., via Camden and Jersey City Ex-press.

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

At 6 TO and 8 A. M., 2 and 2 TO P. M. for Freehold.

At 8 and 10 A. M., 2 3 2 and 4 30 P. M. for Trenton.

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

Delanco.

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

Delanco. Delanco. At 5:30 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence. for Florence.

At 5.% and 10 A. M., 1, 3, 420, 6, and 1120 P. M., At 5.% and 10 A. M., 1, 3, 420, 6, and 1120 P. M. for Edgewater, Riverside, Riverton and Paimyra, 2 P. M. for Riverton and 320 P. M. for Paimyra.

At 5.30 and 10 A. M., 1, 3, 420, 6, and 1120 P. M. for Plan House. Plab House.
The 1 and 11-20 P. M. Lines leave from Market Street Ferry upper side).

EROM KENSINGTON DEPOT.
At 11 A. M., via Ecosington and Jersey City, New York Express Line Fare 48.
At 7 and 11 A. M., 220, 230, and 5 P. M. for Trenton and Hristol. And at 10-15 A. M. for Bristol.
At 7 and 11 A. M., 230, and 5 P. M. for Morrisville and Tullynown.

At 7 and 10:15 A. M., 2:30, and 5 P. M. for Schencks and Eddington
At 7 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornweils, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.

FROM WEST PHILADELPHIA DEPOT,
via Connecting Railway.
At 9:30 A. M., 1:30, 6:30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$3:25.
At 1 A. M., Emigrant Line, Fare, \$2.
The 9:30 A. M., and 6:30 P. M. Lines will run daily,
All others, Sundays excepted.
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 Bristol.
At 12 P. M. (Night), for Morrisville, Tailytown,
Schenck's, Eddington, Cornweils, Torriadale, Holmes
burg, Tacony, Wissinoming, Bridesburg, and Frankford,

nd Tullytown.
At 7 and 19:15 A. M., 2:30, and 5 P. M. for Schencks

on Third or Fight streets, at Chesnutstreet, 30 minutes before departure. The cave on Market street Railway run direct to West Philadelpha Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 930 A. M. and 6 30 P. M. lines.

BELVIDERE DELAWASE RAILROAD LINES.
From Kensington Depot.
At 700 A. M. for Niagara Falls, Buffalo, Dunkirk,
Emira, Ishaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schoolsey's Mountain etc. Schooley's Mountain etc.

At 70: A. M. and 3: P. M. for Scranton, Stroudsburg, Water Gep, 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 RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6 15 P. M., for Merchantaville,
Moorentown Hartford, Massonville, Hainspoort, Mount
Holly, Smithville, Ewansville, Vincentown, Birmitgham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cookstown, New Egypt, Hornerstown, Cream Ridge,
Imlaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage ver fifty pounds to be paid for extra. The Company limit their responsibility for cagrage to one deliar per pound, and will not be liable for any amount beyond fife, except by special contract. Tickets sold and baggage checked direct through to Boston, Worccoter. Springueld, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utoa, Rome, Syracuse, Rochester, Buffalo, Niagara Falis, and Suspension Bridge.

An excitonal 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. Fifty pounds of baggage only are allowed each

LINES FROM NEW YORK FOR PHILADELPHIA,
Will leave from foot of Courtland street at 7 A. M.,
and + P. M., wond 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. Philadeiphia,
From Pier No. 1 North River at 5-20 A. M. Accoommodation, and 2 P. M. Express, via Amboy and Camden, WILLIAM H. GATZMER, Agent, 6 153

Agent,

HILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

TIME TABLE,
commencing MONDAY, April 13, 1888. Trains will
leave Denot covers of Bilload Bilees and WASH1N6-JON Avenue as follows:—

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

Express Train at 12-00 M. (Sundays excepted) for
Baitimore and Washington, stopping at Wilmington,
Perryville, and Havred-Grave, Connects at Wil-Baitimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace, Connects at Wilmington with train for New Castle,
Express Train at 359 P. M. (Sandays excepted) for Saltimore and Washington, scopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elikton, Northeast, Charlestown, Perryville, Havro-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run, Night Express at 11'00 P. M. (Dally) for Baitimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Standays excepted) with Delaware Ratiroad Line, stopping at New Castle, Middletown, Clayton, Dover, Barrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe nortolk Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baitimore will take the 12.00 M. Train. Via Crisfield will take the 11'0 P. M. train.

Stopping at all stations between Philadelphia and Wilmington.

Leav Philadelphia at 11'00 A. M., 230, 5'00, 7'08,

Wilmington.
Leav: Philadelphia at 11'00 A. M., 2'30, 5'00, 7'00, and 11' 30' daily) P. M. The 5'00 P. M. Train connects with Delaware Railroad for Harrington and inter-

with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 700 and 810 A. M. (daily), 120 415 and 720 (daily) P. M. The 816 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 725 A. M., Way-Mail; 940 A. M., Express; 725 P. M., Express; 855 P. M., Express; 856 P. M., Express; 876 P. M., Express; 876 P. M., Express; 877 P. M., Express; 877 P. M., Express; 878 P. CHORTEST ROUTE TO THE SEA-SHORE

CAMDEN AND ATLANTIC BAILBOAD. SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

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

Haddenfield Accommodation Train leaves Sunday Mail Train to Atlantic,

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

The Philadelphia Local Express Company, No. 228 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 628 CHESNUT Street.

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

BUMMER TIME TABLE, BEMMER TIME TABLE.

Through and direct route between Philadelphia.

Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.

KLEGANT SLEEPING CARS on all Night Trains.
On and after MONDAY, May II, 1863, the trains
on the Philadelphia and Krie Railroad will run as
follows:—

86	arrives at :	B.FIC.	**************	- 0.00	E . 10
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-	arrives B	t Erie		16 05	A. M
	ti tenves P	hiladelph	18	8:00	A. M
B. DAR	leaves W	illiamape	ort	6"25	P. M
- 44	a retuan a	t Look H	8.V8n	7.45	P. M
940	METTA CO. N.	ARTWART			0.00
	Innyos Erin			11:00	A. M
Tain	loaves Will	la reservers	***************************************	10'15	P. M
22	long on at Iti	and all del	to true	7 10	AN
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		SE SE	oral Super	123 bei 234	بالحجار
	Tain	marrives a series in a series	press leaves Philadelph a arrives at Eric	rpress leaves Philadelphia. a grives at Erie. a Mall leaves Philadelphia. bi leaves Williamsport. arrives at Lock Haven. pain leaves Erie. leaves Williamsport. arrives at Philadelphia. rpress leaves Erie. leaves Williamsport. arrives at Philadelphia. gress leaves Erie. and Express connect with Oil Creek. River Bailroad. Baggage checked.	rives at Eric. 12:00 Roleaves Williamsport. 5:50 Rarives at Eric. 10:05 Mail teaves Philadelphia. 5:00 " leaves Williamsport. 5:30 " leaves Williamsport. 5:30 " leaves Williamsport. 5:30 " loaves Williamsport. 10:05 " parives at Philadelphia. 7:10 " paress leaves Eric. 7:40 " paress leaves Eric. 7:40 " arrives at Philadelphia. 7:10 " arrives at Philadelphia. 5:10 " arrives at Philadelphia. 5:10 " Bayes Williamsport. 5:15 " Bayes at Philadelphia. 5:10 " Rarives at Philadelphia. 5:10 " Bayes at Philadelphia

AUCTION SALES.

BURBOROW & CO., AUCTION AND THE REST, NO. 22 and 23 MARKET Street, COT. LARGE POS. TIVE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, Oh. Thursday A oraling, Aug. 1s, at 10 o'clos, k. on four months' credit. [876] LARGE POSITIVE S. LE OF CARPETINGS, 200
PIEUES OIL., LOTHS, ETC.
On Friday Morning.
August 14, at 11 ocicek, on four months' credit, about 250 pieces ingrain. Venetian, list, hemp, cottage, and rag carpetings, 200 pieces oil-clotus. [5 8 84

LARGE PEREMPTORY SALE OF 200 CASES
BOOTS, SHOES TRAVELLISG BAGS, ETO,
On Thesday Morning, 8 12 5;
August 18, at 10 o'clock, on four months' credit.

THOMAS BURCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESNUT Street: rear entrance No. 1107 Samsom at

NEW AND SECOND-HAND HOUSEHOLD FUR-NITURE, PIANO-FORTES, CARPETS, PIER AND MANTEL GLASSES, TWO ALE WA-GONS, WINES AND LIQUORS, ETC. At 9 o'clock, at the Auction store, illo Chesnut street, will be sold, by estalogue, a large assortment of elegan, walnut cabinet furniture, plano-fortes, car-pets, etc. els, etc. Also, an assortment of second-hand farniture, WAGONS.—At 11 o'clock, will be sold 2 sie wagons,

one nearly new. LIQUORS—Also, an invoice of wines and liquors in Cases BILLTARD TABLE. - Also, one billiare lable with BILLTARD TABLE. - Also, one billiare lable with marble beds, complete, M. THOMAS & SONS, NOS. 139 AND 141

SUPERIOR FURNITURE, PIANO-FORTE, HANDSOME BRUSSELS AND OTHER CARPETS, ETO.

August 13, at 9 o'clock, at the auction rooms, by catalogue, a large assortment of superior Household Fursiture, comorising handsome walout and other parior
and chamber invaiture 2 sults, ohed walnut chamber
furniture: superior piano-forte, sideboards, extension tables, beds, hair mattresses, deaks and office
furniture, refrigerators sewing machines by Howe,
cabinet-makers' bench, handsome Brussels and other
;carpets, China and glassware, etc.

L IPPINCOTT, SON & CO., AUCTIONEERS, C. D. MCCLEES & CO. LAUCTIC NEERS to, 506 MAI KET Street.

MARTIN BROTHERS, AUCTIONEERS,— No. 529 CHESNUT St., rear entrance from Minor.

RAILROAD LINES.

DALTIMORE AND OHIO RAILROAD Trains between WASHINGTON AND BALTI-MORE, and WASHINGTON AND THE WEST ARE NOW TUN AS TOUR BALTIMORE.

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 200 FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION, Leave at 615 and 700 A. M., and at 200 and 435 FOR ANNAPOLIS.

Leave at 7:00 A. M. and 4:30 P. M. No trains to or

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

FOR BALUMORE.

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 Saturday at 7:45 A. M., and 2:30 P. M.

On Sunday at 4:30 and 8:45 P. M. only, connecting at Relay Station with trains from Baltimore to Wheeling Parkersburg, etc.

Through Ticketa to the West can be had at the Washington Station Ticket Office, at all hours in the day, as well as at the new office of the Bankers' and Brokers' Teleg aph Line, No. 3:48 Pennsylvania 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, Washington.

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

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, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 2½ P. M.
For New York, at 12, 2½ and 5 P. M.
Freight received from 7 A. M. to 6 P. M.
A slip memorandum, specifying the marks and numbers, shippers and consigness, must be every instance be sent with each load of goods.

WALTER FREEMAN, Agent, No. 228 S. Deisware Avenue, Philadelphia

FIRE AND BURGLAR PROOFSAFES ALUM AND DRY PLASTER ACAIN SUCCESSFUL.

BROOKLYN, May 15, 1848.

Messrs, 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 you as soon as we have time.
Yours truly, SHEARMAN BROS.
This Sale was Red hot for several hours, and the

nat-iron feet were actually melted. It can be seen at our store. No. 265 BROADWAY.

A PERFECT SAFE. MARVINS CHROME IRON SPHERICAL BURGLAR SAFE.

Will resist all burglars' implements for any length of time. PLEASE SEND FOR DESCRIPTIVE CIRCULAR.

MARVIN & CO., PRINCIPAL) 721 CHESTNUT ST., WAREHOUSES, Masenic Hall), Phila. 265 BROADWAY. NEW YORK, 108 BANK STREET, CLEVELAND, O., And for sale by our Agents in the principal cities broughout the United States.

C. L. MAISER.

MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES. ITH, BELL HANGER, AND DEALER IN BUILDING HARDWARE, No. 494 BACE Street A LARGE ASSORTMENT OF FIRE doors, Dwelling-house Sales, free from damana Prices low.

C. HASSEN FOR DEB. 55

DO. 622 VINE Street.

TRUSSES.

"BEELEY'S HARD RUBBER TRUSS,"
No. 1247 CRESNUT Street. This Truss correctly applied will cure and retain with ease the most difficult rupture; aiways clean, light, easy, safe, and comfortable, used in bathing, fitted, to form, never rusts, breaks, soils, becomes limber, or moves from place. No strapping, Hard Rubber Abdominal Supporter, by which the hothers, Corpulent, and Ladies suffering with Female weakness, will find relief and perfect support; very light, neat, and effectual. Pile Instruments Shoulder Braces, Elastic Stockings for weak limbs, Suspensions, etc. Also, large stock best Leather Trusses, half usual price. Lady in attendance. "BEELEY'S HARD RUBBER TRUSS,"

FITLER, WEAVER & CO.,

MANUFACTURERS OF MANILLA AND TARRED CORDAGE, CORDS TWINES, ETC., No. 23 North WATER Street and No. 22 North DELAWARE Avenue. PHILADELPHIA.

BOWIN H. PITLER, CONMAD F. CLOTHIER,