DAILY EVENING THEREBATH PHILADELPHIA, THURSDAY, AUGUST 13, 1846 THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, AUGUST 13, 1868.

RATEROADING.

A New Phase in the Art of Laying the Tracks - How It is Done by Machimery.

The ingenulty of the mechanics on the Pacific slope is attested by the fact that they have in-yented a machine which does the work of a large number of men in laying railroad tracks So novel an application of machinery excites our curiosity as to its mode of consturction and method of working, a curiosity which is fully gratified by a minute description in the San Francisco Bullelin, from which we quote:--

HOW IT IS MADE.

The rear of the machine is a large platform car on low wheels, flanged to fit the rails. On this is built a high skeleton frame to hold the machinery and support the forward frame. From this frame and rear car projects another heavy frame, as long as an ordinary freight car, and projecting like a nose. One end of this nose attached by hinges to the solid frame, and the other rests on a low platform truck, in form and shape like a railroad four-wheeled hand truck. The outline of the machine, then, is that of the centre and one end of a wooden trues bridge, the rear trues and floor having been cut away. In the centre of the main plat-form is an engine and boller of twenty to thirty horse power-we forget the exact figure. This works the whole apparatus. First it propels the car by making drivers of the main wheels; next it conveys power at the same speed to an endless chain running around the concave wheels of the forward truck. The object of these endless chains is to supply an endless track over the loose ties as they are thrown to the ground, and before they have received the iron. The chain rails answer the double purpose of sustaining the track, and giving it an even tramway to run over, and of gripping the ties and pressing them somewhat into the loose soit.

Overhead, on the top of the square frame of the main car, is a platform for the pilot. Stand-ing there he can see the stakes ahead, and keep the machine true to its direction should any irregularity in the road make it diverge right or left. In making a curve he can give the exact direction to the forward truck which will correspond with the radius of the curves given him by the civil engineer of the road. When he reaches the point where the engineer's stake shows a change of gradient he can depress or raise the forward frame to suit the change if necessary.

HOW IT IS WORKED.

We will go back some distance, and approach the machine with the supply cars, and describe the mode of handling raits, thes, and chairs. At the nearest siding to the piace where the track-layer is at work, a number of freight cars are stationed, each loaded with twenty-four raits, 120 ties, and a corresponding number of chairs in this form: 4 iron rollers, 3 feet long, are laid transversely on each side of the cars; on each set of rollers, 12 rails are laid; across these piles of rails, 120 sleepers are stacked. Near the front of each car, 24 chairs on wire rings, are

thrown on the top of the ties. The engine detailed to wait on the construction party detaches three cars and runs them before it down the level to the track-layer. In the rear of the track-layer, and attached to it, are three empty platform cars. When the supply train touches the construction train a stout rope attached to a drum at the top of the track-layer frame is carried alt to the rear of the first load of rails and ties. The drum is set in motion and guided by a touch of a mallet from the men, the whole mass of rails, ties, and chairs rolls from car to car unfil it reaches the one next the tracklayer. The next and the next loads are transferred in the same manner to their respective cars, and the supply train runs back to the siding spoken of, shunts the empty cars, takes up another load and so on. Four men belonging to the track-layer mount the first platform; each seizes a tie and throws it longitudinally into a low trough at the back of the tracklayer. In this trough is a stout endless chain, which takes hold of the tie and carries it up the back and over the whole machine, and shoots it out in front. As it leaves the trough a stout fel-low seizes it, twists it round and throws it transversely on to a small level platform in front of him. On each side of that platform stands a man who walks along the graded road as the machine travels. As soon as a tie touches the platform, each one seizes an end and lifts and drops it on to the ground into the place marked for it by the two guiding cords which the surveyor's man has placed for them. Four men are engaged in throwing ties into the trough, and, of course, when the fore part of the car is cleared they have to travel some distance to carry each tie to the trough. But practically the endless chain is carrying a con-tinuous line of ties when the machine is working. One man receives them all when the chain discharges them in front, and has so re-ceived every tie that has passed through the machine. From the Vallejo terminus over the hill, through the tunnel, and across marsh and prairie, one stout young laborer, Charles Zimmerman by name, has caught, lifted, and turned every the that has been laid on the road, and he is proud of it, His great ambitton is to handle every tie between Vallejo and Sacramento. It is an arduous task. Railroad men know how many ties it takes to lay three quarters of a mile of a road, a day's work often done by the machine, and these particular ties vary in weight from seventyfive to one bundred and twenty pounds, according to seasoning, and some of them reach 140 and 150 pounds. Sharp eyes as well as stout muscles, are needed, for the endless chain delivers them fast, and a moment's hesitation might cause a broken thigh; as it 1s, Zimmerman's fingers get trapped now and then. may say, however, here, that not a single acc-dent to life, limb, or joint has occurred. One man's foot was hurt so much as to lay him up for three weeks, and one had his fingers hadly squeezed; but both recovered and went back to work. Yet to stand by the machine when working, and see men mixed up with heavy material, such as rails and ties, running forwards literally at railroad speed, gives it the appearance of a very dangerous employment to those concerned.

clips, attached to short tackling fixed overhead |

While they are doing this they stand on an overhanging portion of the platform, and at the same time a third man is tixing a chair on the forward end of the rail. They lower the rail to its place against the last chair. The man sta-tioned at the forward end holds on to fall of tioned at the forward end holds on to fall of has pulley, after the one in the year has let go, and the fatter steps off the platform, fits it by hand, and holds what is technically called a shin - a thin plate of metal five inches long, one and one-eighth inch wide, and three-eighths of an inch thick, which he places between the butts of the rails and holds there multiplate for a start of the rails and holds there between the butts of the raits and holds there until the forward man-the one who put the chair on the rail before it was lowered-has struck it home with his sledge. The object of the shin is to place some substance which, while hard enough to steady the rail, will yet yield before the pressure caused by the elongation of the metal by heat. One or two seconds after the shins are in their places the seconds after the shins are in their places the forward main wheel of the track-layer is on them, and the work of the machine on that pair of rails is over. While the machine is running forward at a regular pace, the next rail is being ooked up by the clips attacked to the pullies, ad the work goes on at a steady pace. The and the time taken to lay a rail, as may be well supposed, is less by one-half than it will take the reader to peruse the above. One of the advantages or disadvantages of the machine is that while the

head to sneeze with safety. THE CREW.

Besides the men we have named there is a pilot who steers, an engine driver, and a fire-man-in all twenty men. The following is a recapitulation of the crew:-Pilot, 1; engine driver, 1; fireman, 1; four

men on freight truck discharging ties, 4; two men on each side handling talls, 4; two men ou each side at pulles, 4; one man on each side placing on chairs and driving raits home, 2; one man receiving ties in front, 1; one man on each side laying ties on the road, 2. Total 20. Twenty is the number on the ship's articles, the patentee or his partner, Mr. Whiteside, being generally around, but not engaged in manual labor. We should have said that when a stoppage is made to run iron forward the tie manual labor. ayers go back to the construction train tracks to assist. The men who put the chairs on take the opportunity to carry fresh supplies forward from the rear of the track-layer.

ITS AVERAGE WORK.

The average work of the machine, when running, since the first few days, during which the men had to be drilled to quarters, has been from two-thirds to three-quarters of a mile. Had the grading been done, the bridges built, and the supplies all ready, she would have made the trip from Vallejo to Sacremento in ten or eleven weeks.

It is proposed, when next engaged, to build freight cars on purpose for the work, with rollers aflixed to them, and by placing guides for the hauling rope over the heads of the tie transportation party, reduce the stoppages to the minimum, just the time necessary to run the complement of rails from the last car to the machine, two minutes and forty seconds, as we have said. Under these circumstances Mr. Whiteside says he could lay with his present force one mile a day, but probably the tension of the men occupying some of the most arduous posts would be very severe.

SPIRING AND TAMPING.

Behind the track-layer is a party of spikers, ten in number, and it is as much as they can do to keep pace with the machine. Of course, the construction train has to pass over the rails before a spike is driven. As soon as the chairs cat be got at a couple of spikes are driven into each chair, and a couple midway in the rail to steady the iron and prevent the metal being dis-placed. Behind the spikers came a gaug of twenty-eight Chinese with two or three white overseers, who were engaged in tamping, that is, bedding the ties where they are hollow, and is, bedding the thes where they are hollow, and alling with the oil around them. The party of Mongolian railroad makers we saw must have been new hands at the job we expect, though their work was well enough done. They had the full cestume of the Chinese peasant, big perthouse hat, and all undisfigured by American clothing-except occasionally a pair of No. 11 boots-just as we see them land from the sailing ships which transport them hither.

east of the mountains. Even the Chinamen have shown a disposition to hold back, having an idea that snakes are abundant in Eastern Nevada—orentures of which John has a mortai terror. But in spite of these obstacles, the road is pushed forward with more vigor that even before,"

RAILROAD LINES.

NOETH PENNSYLVANIA BAILEOAD.-THE MIDDLE ROUTE-Shortest and most cirect line to Bethlehem, Easton, Allentown, Mauch thunk, Hasleton, White Haven, Wilkesbarre, Ma-hanoy City, Mousi Carmel, Pittston, Scranton, Carbon-cale, and all the points in the Lehigh and Wyoming Coal Region.

Coal Region. Passenger Depot in Philadelphia, N. W. corner of BERES and AMERICAN streets. SUMMER ARRANGEMENT-ELEVEN DAILY RAINE-OR and after MONDAY. May 20, 1889, Jassenger Trains leave the New Depot, corner of PERES and AMERICAN streets, daily (Bundays ex-crited), as follows:-

At 645 A. M.-Accommodation for Fort Waab-

PERKS and AMERICAN streets, daily (Sundays excepted, as follows:-At 645 A. M.-Accommodation for Fort Washington.
At 745 A. M.-Morning Express for Bethlehem and Principal Stations on North Pennsylvania scalinoad, comecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Ballroads for Easton, Allentown, Catassuqua, Slatington. March Chunk White Haven, Wilsesbarre, Kingston, Pittston, and all poluta in Lehigh and Wyoming Valley; also in connection with Lehigh and Wyoming Valley; also in connection with Lehigh and Mahsnoy Railroad for Mahsnoy City and Wilsesbarre, Kingston, Pittston, and all poluta in Lehigh and Mahsnoy Railroad for Mahsnoy City and with Catawissa Hailroad for Mahsnoy City and with Catawissa Hailroad for Mahsnoy City and with Catawissa Hailroad for Mahsnoy City at 2 f. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 1755 A. M. for Eastos, and polnta on New Jersey Central Ballroad to New York.
At 945 A. M. - Accommodation for Doylestown, topping at all intermediate Stations.
At 945 A. M. - Accommodation for Port Washing-too, sopping at intermediate Stations.
At 945 A. M. - Accommodation for Hortwash, and Allentown, Mauch Chunk White Haven, Wilkesbarre, Harleton, Mahanoy City, Centralia, Stateston, Allentown, Mauch Chunk White Haven, Wilkesbarre, Harleton, Mahanoy City, Centralia, Stateston, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Harleton, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Sado, Allentown, Mauch Chunk, White Statestor, At 235 P. M. - Accommodation for Doylestown, Stopping at all Intermediate stations.
At 946 P. M. - Lehigh and Susquemana Express for Homeston Kaston, Allentown, Mauch Chunk, White Haven, Mauch Chunk, Wilkesbarre, and Scanton, Passengers for Willow Grove, Hatboro and Hartsville take the take t engine is working no man engaged in track-laying or discharging ties has time to turn his

TRAINS ARRIVE IN PHILADELPHIA. From Bethlebem at 9'00 and 11'05 A. M., 2'00 and

From Bethlehem at 9'00 and 11'05 A. M., 2'00 and 8'80 P. M. 11'65 A. M. and 2'00 P.M. Trains makes direct connec-tion with Lehigh Valley and Lehigh and Susquehama trains from Easton, Scranton, Wilkesburre, Mahony City, and Haaleton. Passengers leaving Wilkesburre at 1'45 P. M. con-nect at Bethlehem at 6'06 P. M., and arrive in Phila-delphia at 8'30 P. M. From Doylestown at 8'25 A. M., 8'00 and 7'00 P. M. From Lansdale at 7'20 A. M. From Fort Washington at 9'30, 10'45 A. M. and 3'1 P. M. ON SUNDAYS.

P. M. ON SUNDAYS. Philadeiphia for Bothehem at 930 A. M. and 31 Philadeiphia for Bothehem at 930 A. M. Philadeiphia for Doylestown at 230 P. M. Bothehem for Philadeiphia at 730 P. M. Bithehem for Phila

depot. Tickets must be procured at the Ticket office, in order to secure the lowest faice of fare. ELLIS CLARK, Agent. Tickets sold and Baggage checked through to prin ciral points, at Mann's North Pennsylvania Baggage Express Office. No. 105 S. FIFTH Street. WEST CHESTER AND PHILADELPHIA

VV RAILEOAD.-SUMMER ARRANGEMENT, OD and after MONDAY, April 18, 1868, Trains will

-On and after MONDAY, April 13, 1888, Trains will leave as follows:-Leave as follows:-Leave as follows:-Exerce Philadelphis from the Depot, THIRTY. FIRST and CHESENUT Streets, 716 A. M., 11 A. M., 230 P. M., 415 P. M., 450 P. M., 716 A. M., 11 A. Leave West Chester for Philadelphis, from Depot on east Market street, at 615 A. M., 715 A. M., 732 A. M., 1045 A. M., 155 P. M., 470 P. M., 655 P. M. On and after Monday, June 15, an additional Train will leave Philadelphis for Medis and Intermediate Points at 530 P. M. Trains leaving West Chester at 730 A. M., and leaving Philadelphis at 450 P. M., Will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and E. C. Junction going East, will take train leaving West Obester at 715 A. M., sud going West will take train leaving Philadelphis at 450 P. M., and transfer at B. C. Junc-ton. The Depot in Philadelphis is reached directly by

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

WEST JERSEY RAILROAD LINES. For Bridgeton, calem. Milville, Vineland, and in-termed ale stations, st 800 A. M. and 330 P. M. For Cape May, 900 A. M., 315 P. M., and 4 P. M. Woodbury Accommodation train at 600 P. M. Bridgeton and Salem Freight Train leaves Camden with all (from)

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

WILLIAM J. SEWELL, Superintendent,

DHILADELPHIA AND BALTIMORE CEN

leaves Philadelphia at 230 P, M.; runs through to Oxford. The train leaving Philadelphia at 7.15 A. M. con-hecus at Oxford with daily line of stages for Peach Bottom, in Laucaster county. Restring, leaves Peach Bottom to connect at Oxford with Afternoou Train for Philadelphia. The strain teaving Philadelphia at 450 P, M. runs to Rising Sun, Maryiand. Passengers are allowed to take weating apparel only as baggage, and the Company will totin any case be responsible for an amount exceeding one num fred dollars, unless a special contract be made for the same. HENRY WOOD, deneral SuperIntendent.

THROUGH LINE BETWEEN WASHINGTON

July 2, 1868.

RAILROAD LINES, READING RAILEOAD.-GREAT TRUNK LINE from Philadeiphia to the interior of Pennsylvania, the Schuriktii, Seequebanna, Oum-berland, and Wyoming Valleys, the North, North-west, and the Canadas, Sommer Arrangement of Passenger Trains, Monday, August 2, 1985, icaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:-MORNING ACCOMMODATIONS, -A1 739 A. M. for Reading and all intermediate stations, and Allen toyn. At 5 30 A. M., via Camden and Amboy Accommo At 8 A. M., via Camden and Jersey City Ex-

 Philadelphia, at the following hours-MORNING ACCOMMODATIONS. A1 759 A. M. for Reading and all intermediate stations, and Allen lown.
 Returning, leaves Reading at 650 P. M., arriving in Philadelphia at 915 P. M.
 MORNING EXPRESS. At 815 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Fama-gua, Sunbury, Williamaport, Elaira, Boohester, Niagara Falla, Bothilo, Wilkeebarre, Pittaton, York, Carliele, Chan benburg, Hagerniown, etc.
 The 750 trafin connects at Reading with the East Pennsylvania Railroad trains for Allentowin, etc., and the 516 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Port Clintow with Cata-wisse Railroad trains for Williamaport, Lock Haven, Emilta, etc.; at Harrisburg, etc., Camberland Valley, and Schnylkill and Susquehanna trains for Northumberland, Williamsport, York, Charlesebsburg, Pinegrove, etc.
 AFTERNOON EXPRESS. - Leaves Philadelphia & 280 P. M. for Reading, Potawille Harrisburg, etc., connecting with Reading and Columbis Railroad trains for Columbia, etc.
 POTTRTOWN ALCOMMODATION, -Leaves Potts-town at 648 A. M., stopping at intermediate stations furtien in Philadelphia 100 A. M. Schurging Lawys Delanco, At 5:00 and 10 A. M., L. 2, 8, 8:30, 4:30, 6, and 11:30 P. M., for Florence. At 5:30 and 10 A. M., L. 3, 4:30, 6, and 11:30 P. M., for Riverton and 3:30 P. M. for Paimyra, 2 P.M. for Riverton and 3:30 P. M. for Paimyra, 2 P.M. for Riverton and 3:30 P. M. for Paimyra, At 5:30 and 10 A. M., 1. 3, 4:30, 6, and 11:30 P. M. for First House. The 1 and 11:30 P. M. Lines leave from Market

The 1 and 1.30 F. M. Januar John Control of Street Ferry (upper side). FROM KENNINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line Fare \$3. At 7 and 11 A. M., 230, 320, and 5 P. M. for Trenton and Bristol. And at 1075 A. M. for Effaiol. At 7 and 11 A. M., 230, and 6 P. M. for Morrisville and Tullytown.

town at 645 A. M. stopping at intermediate stations atrives in Philadelphia at 1055 A. M. Returning leaves Philadelphia at 45 F. M.; arrives in Pottatown at 64

At 7 and 11 A. M., 230, and 5 P. M. for Morrisville and Toilytown. At 7 and 10 3 A. M., 230, and 5 P. M. for Schencks and Eddington

Brives in Phinderphia at 500 A. M. Returning leaves Phindelphia at 400 P. M.; arrives in Pottstown at 640 P.M.
BrADING ACCOMMODATION-Leaves Reading at 730 A. M., stopping at all way stations; arrives in Phindelphia at 1015 A. M.
Returning, leaves Philadelphia at 515 P. M.; arrives in Reading at 866 P. M.
Trains for Phindelphia leave Harrisburg at 810 A.
M., and Pottsville at 846 A. M., arriving in Phindelphia stop P. M., and Pottsville at 245 P. M.; arriving at Philadelphia at 655 P. M.
Trains for Phindelphia leave Harrisburg at 810 A.
M., and Pottsville at 245 P. M.; arriving at Philadelphia at 655 P. M.
Harrisburg at 410 P. M. Connecting at 8500 P. M., and Pottsville at 245 P. M.; arriving at Philadelphia at 655 P. M.
Harrisburg at 410 P. M. Connecting at 8500 P. M., arise point at 910 P. M. Connecting at 8500 P. M., arise con for Pottsville and al Way Stations: leaves P. Ataville at 7 A. M. for Philadelphia and all other Way Stations.
All the above trains run daily, Stundays excepted. Study trains is ave four sville at 849 A. M., and Philadelphia at 816 P. M.
CHESTER VALLEY RAILBOAD.-Passengers At 7 and 1015 A. M., 250, and 5 P. M. for Schencks and Eddington At 7 and 1015 A. M., 250, 4, 5, and 6 P. M. for Corn-wells, Torrisdale, Holmesburg, Tacony, Wissino-ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway. At 930 A. M., 130, 650, and 12 P. M. New York Ex-press Lines, via Jersey City, Fare \$253. At 1 A. M., Emigrant Line, Fare, \$2. The 930 A. M., and \$20 P. M. Lines will run daily. At 930 A. M., 120, 630, and 12 P. M. for Treaton. At 930 A. M., 120, 630, and 12 P. M. for Treaton. At 930 A. M., 120, 630, and 12 P. M. for Bristol. At 12 P. M. (Night), for Morrisville, Tallytown, Schenek's, Eddington, Cornwells, Torrisdale, Hoimes Jurg, Tacony, Wissinoming, Bridesburg, and Frank-ford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnutstreet, 30 minutes before deuartore. The cars on Market street Railway run direct to West Philadelphia Depot; Chesnut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9'30 A. M. and 6 30 P. M. lines. Reading at Ster A. M. resurging the second state of the strength of the strength of the second state of th

for Downingtown and intern ediste points take the 750 A. M., 1745 and 4760 P. M. trains from Philadelphia, returning from Dowalagtown at 650 A. M., 1900, and 845 P. M.
FERKIOMEN RAILEOAD.-Passengers for Collegeville take 750 A. M. and 430 P. M. trains from Philadelphia, returning from Collegeville at 877 A. M.
FERKIOMEN RAILEOAD.-Passengers for Collegeville take 750 A. M. and 430 P. M. trains from Philadelphia, returning from Collegeville at 877 A. M.
State P. M. Stase lines for various points in Parkiomen Valley connect with trains at Collegeville. New York at 9 A. M. 500 and 560 P. M. press PCOR Pittrsburg AND THE WEST.-Leaves New York at 9 A. M. 500 and 560 P. M., passing Reading at 1 A. M. 150 and 1610 P. M., and connect at Harrisourg with Pennsylvania and Northern Central Raincoad Express Trains for Pittsburg, Chicago, William port, Elmirs, Baitmore, etc. Returning, Express Train leaves Harrisburg, at 3 and 525 A. M., 935 P. M. passing Reading at 449 and 706 A. M., and 1140 P. M., attribut Reading at 449 and 706 A. M., and 1140 P. M., Striving at New York, 1070 and 1145 A. M. and 300 P. M. Sleeping Care accompanying these trains through between Jerasy City and Pittsburg, without change.
Mail train for New York leaves Harrisburg at 810 A. M. and 250 P. M. Mail train tor Harrisburg is 810 A. M. and 500 P. M. Sleeping Care accompanying these trains through between Jerasy City and Pittsburg, Without change.
Mail train for New York leaves Harrisburg at 810 A. M. and 508 P. M. Mail train tor Harrisburg at 826 New York at 12 Noon.
SCHUYLKILL VALLEY RAILROAD.-Trains leave Potaville at 646 1100 A. M. and 640 P. M., returning from Tamaqua at 835 A. M. and 216 and 426 P. M. BELVIDERE DELAWARE RAILROAD LINES. From Kensington Dopol.
 A1700 A. M. for Nisgara Falls, Buffalo, Dunktrk, Elmira, Ishaca, Owego, Rochester, Binghamton, Os-wego, Syraccise, Great Bend, Montrose, Wilkesharre, Schooley's Mountain. etc.
 A1700 A. M and S20 P. M. for Scranton Strouds-burg, Water Gap, Belvidere, Easton, Lambertvile, Flemington, etc. The S30 P. M. Line connects direct with the Train leaving Easton for Mauch Churk, Allentown, Bethlehem, etc.
 A15 P. M. for Lambertville and Intermediate Sta-tions. CAMDEN AND BURLINGTON CO., AND PEM-BERTON AND BURLINGTON CO., AND PEM-BERTON AND HICHTSTOWN RAILROADS, From Market St. Ferry (upper alde.) At 8 A. M., 1, 4, and 6'15 P. M., for Merchantsville, Moorestown Hartford, Masonville, Hainsort, Moont Ho'ly, Smithville, Ewansville, Vincentown, Bir-mirgham, and Pemberton. At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Expris, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

 Imikystown, Sharon, and Highustown.
 Fifty pounds of baga are only are allowed each passenger. Passengers are prohibited from taking as bagrage but their wearing apparel. All baggage ver 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 \$00, except by special coutract.
 Ticketa sold and baggage checked direct through to Soston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albans, Troy, Saratoga, Utca, Rome, Syracuse Rochester, Buffaio, Niagara Fails, and Suspension Bildge.
 An editional Ticket Office is located at No. \$25 Chesnat street, where Tickets to New York and all important points North and East may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express.
 LINES FROM NEW YORK FOR PHILADELPHIA. P. M. SCHUYLKIIL AND SUSQUEHANNA RAIL-ROAD,-Trains leave Auburn at 755 A. M. for Pine-grove and Harrisburg, and at 1215 P. M. for Pine-grove and Tremont; returning from Harrisburg at 352 P. M., and from Tremont at 740 A. M., and 553 P. M. TICKETS,-Through first-class tickets and emi-crant lickets to all the principal points in the North

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

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

by Keading and Pottstown Accommodation Trains at reduced rates. The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 287 S. Fourth street, I'billadepbia, or G. A. Nicholls, General Super-intendent, Reading. Commutation Ticket at 25 per cent. discount, be-tween any points desired, for families and firms. Mileage Tickets, good for 2006 miles, between al points, at 52:50 each, for families and firms. Beason Tickets, for three, siz, nine, or twelve meetins, for holdets only. to all points at reduced rates. LINES FROM NEW YORK FOR PHILADELPHIA. Will leave from fool of Courtland street st 7 A. M., 1 and 4 P. M., and 12 night via Jer. ey City and Cam-den; at 6:30 P. M. via Jer. ey City and Cam-don, 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, From Pier No. 1 North Elver at 5:30 A. M. Accoom-modation, and 2 P. M. Express, via Amboy and Camden, WILLIAM H. GATZMER, 6 157 Agent.

HILADELPHIA, WILMINGTON AND BAL rates. Clergymen residing on the line of the road will be furnished with cards, entiting themselves and wives Clergymein residing on the line of the road will be furniance with cards, entiting themselves and wives to tickets at bal fare. Excursion fickets from Philacelophia to principal stations, good for Escurday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets, FRE1GHT.-Goods of all descriptions forwarded yo all the above points from the Company's New Freight Depot, Brasd and Willow streets. Freight Trans leave Philadeubla duly at 425 A

Fight Trains leave Philaderphia daily at 435 A.

BAILROAD LINES.

1868. FOR NEW YORK. THE CAMDEN AND TRENTON RAILBOAD COMPANY LINES, FROM PEHLADELPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET WHARF.

AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTION REFORMANTING, DURBOROW & CO., AUCTION REFORMANT STREAM STREAM STREAM STREAM REFORMANT STREAM STREAM STREAM STREAM LARGE POSITIVE SALE OF CARPETINGS, 200 PIEUES OIL-CLOTHS, ETC. On Priday Morning, August, 14, at in origon, Venetian, Inst, hemp, oot-tage, and rag carpetings, 200 pieces oil-cloths. [5 8 ft LARGE PEREMPTORY SALE OF 2.00 CASES BOOTS, SHORN, TRAVILLIAG BAGS, ETC. On Theseday Morning. [812 St August 18, at 16 o'clock, on four months' credit.

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

Sale at No. 110 Chesnut street, NEW AND SECOND HAND HOUSEHOLD FUR-NITURE, PIANO-FORIES, CARPETS, PIER AND MANTEL GLASSES, TWO ALE WA-GONS, WINES AND LIQCOES, ETC. On Friday Morning, At 9 o'clock, at the Auchien Store, 110 Chesnut street, will be sold, by catalogue, s large misoriment of legan wainon esbinet furniture, plano-fortes, car-pens, etc.

ens, etc. Also, an assortment of second-hand furpiture. WAGONS,-At 11 o'clock, will be sold 2 ale wagons,

ne nearly new. LIQUORS-Also, an involce of wines and liqubrs in

BLL LIARD TABLE.- Also, one billiars inble with marble beds, complete.

C. D. MCCLEES & CO. [AUCTIC NEERS. No. 506 MALKET Street.

SALE OF 1800 CASES BOOTS, SHOES, BROGANS, BALMOZALS, ETC, On Monday morning, August 17, at 10 o'clock, we yill sell a large and destrable assortment of Boots. Shoes, Brogans, Bal-morsis, etc., from city and Eastern manufactures, in-cluding a large line of Women's, Misses' and Chil-dren's City-made Goods. [5 13 35

M. THOMAS & SONS, NOS. 139 AND 14

LIPPINCOTT, SON & CO., AUCTIONEERS. Ashurat Bailding, No. 240 MARKET Street.

MARTIN BROTHERS, AUCTIONEERS,-ML (Lately Salesmen for M. Thomas & Sons.) No. 629 CHESNUT SL, rear entrance from Minor.

RAILROAD LINES.

DALTIMORE AND OHIO RAILBOAD. Trains between WASHINGTON AND BALTI. MORE, and WASHINGTON AND THE WEST are now run as follows, viz:-FOR BALTIMORE. Leave daily, except Sunday, at 700, 745, and 1230 P. M., and 200, and 4 30 and 545 P. M. FOR ALL WAY STATIONS. Leave daily, except Sunday, at 700 A. M., and 200 and 845, P. M. FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION. Leave at 615 and 7 00 A. M., and s 200 and 435 P. M. EOR ANNAPOLIS

P. M. FOB ANNAPOLIS. Leave at 700 A. M. and 4 30 P. M. No trains to or

Leave at 7:65 A. M. and 4:30 P. M. No trains to or from Annapolis on Sunday. ON SUNDAY. FOR BALTIMORE Leave at 7:55 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 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 Sonosy at 4:30 and 8:45 P. M. Broker's Teleg aph Line, No, 3:48 Penmayivania avenne, between Sixth and Seventh streets. For New York, Philadelphia, and Boston, see ad-vertisement of "Through Line." I. L. WILSON, Master of Transportation. L. M. COLE, General Ticket Agent. Sonosy at GEORGE S. KOONTZ, Agent, Washington.

HANDLING THE BAILS.

When the ties are once thrown to the ground in front of the track-layer they are done with; the machine grips them. We will, therefore, go back to the ralls and describe the method of handling them. When the four men on the freight truck next the engine have thrown off the last lie, the whole concern stops. We timed one of these stoppages, and we will describe what took place in two minutes and twenty seconds-the time which elapsed between the stoppage of the machine and the next stage of the work, when none of the men knew there was any particular reason for hurrying. Two of the four men pick up iron levers from the rear of the track-layer-its platform is the restingplace for all tools that are temporarily laid out of hand-and each goes to the rear end of one of the piles of twelve rails on rollers; the other takes a sledge and guides the rollers. The lever starts the whole body of iron at once; the mass runs slowly, unul by the propping of the for-ward roller over the end of the car, the weight tips forward and comes upon a roller fixed upon an arm projecting from the side of the trackiayer, and, being on a decline, quickens its pace. The men then get out of the way in front, but hang on the load from behind to retard its speed. It finally touches a second roller projecting from ano her arm, and comes against a block of wood built out to chock stop it.

This work is done on both sides of the machine simultaneously, and, as we said, the work takes two minutes, twenty seconds. There are twelve rails then on each side of the machine, which may be said to be in slock, and as quickly as the dropped rollers can be picked up from between the rails where they have fallen, and the load of rails, ties, chairs, on the second car can be transferred to the first by the rope at-tached to the drum as already described, the apparatus is ready to start for another hest of twelve rails long. On each side of the main car are two men, one at each end of the frame; they ride on a hanging platform on the side of the car. Their duty is to clip one rail out of the twelve resting on the stock roller, and place it on a couple of small rollers near the machine. Directly it rests on these live pulleys or rollers, it is carried forward by steam power or its own weight to the next division of the machine, the overhanging nose, then it comes to a stoppage

THE PACIFIC RAILROAD. The California End-The Chinamen and Their Labors.

The San Francisco Bulletin, describing the operations of the Central Pacific Railroad, says; "John Chinaman is ubiquitous. You see him everywhere-on every mile-on almost every ot of the road-from Alta to Reno. His bizarre figure greets you at every station, at the mouth of every tunnel, on the side FOR CAPE MAY VIA WEST JERSEY RAIL-KOAD.-From foot of MARKET Street (Opper Ferry). Commencing SATURDAY, July 18, 1893. Trains leave as follows for Cape May:-9'00 A. M., Cape May Express, due at 12'25 (noon), 9'10 P. M., Cape May Express, due at 12'25 (noon), 9'10 P. M., Cape May Express, due at 12'25 (noon), 9'10 P. M., Fast Express, due at 12'35 (noon), 9'10 P. M., Fast Express, due at 12'35 (noon), 9'10 P. M., Fast Express, due at 12'35 (noon), 9'00 A. M., Moning Mail, due at 10'06 A. M. 9'00 P. M., Fast Express, due at 12'07 P. M. 9'00 A. M., Moning Mail, due at 10'06 A. M. 9'00 A. M., Fast Express, due at 12'07 P. M. 9'00 A. M., Fast Express, due at 12'07 P. M. 9'00 A. M., Fast Express, due at 12'07 P. M. 9'00 A. M., Fast Express, due at 12'07 P. M. 9'00 A. M., Fast Express, due at 12'07 P. M. Sunday Mail and Passameer train leaves Philadel-phia at 1'16 A. M. Returning leaves Cape Island at 6'10 P. M. Excursion Tickets, \$2 Cape May Freight trains leave Camden daily at 9'00 A. M., and Cape Island at 6'6 A. M. Commutation Tickets between Philadelphia and Cape May at the following rates:-Annual Tickets, \$10; 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 Continential Hotel), where orders can also be left for Baggae, which wild be called for and checked at residences by the Union Transfer Company WEST JERSEY RAILROAD LINES. For Bridgeton, Ealem, & Elivilie, Vineland, and in-trimed ac estatione, stiStou A. M. and 330 P. M. of every causeway and cutting, in the most perilous places-where the spow is deepest and the avalanches thickest-you see him high up on the mountain tops, chop-ping wood, and you see him down in the deep gulleys plying his shovel or his pick; you see him at his task in the gray of the early dawn and the gloom of the evening twilight. There is not a lazy bone in his body, and he is not too fastidious to do the shabblest kind of work, provided he is paid for it. He works hard and eats but https: does his own cooking, washes and mends his own clothes. He is hardy, patient, persistent, faithful to his employers, in refuses to do what he is told. has developed such aptitude for certain kinds of work, has made himself so essential an item in the great work of building the road over the mountain, and has been withal so true, the mountain, and has been within so true, steadfast, and inoffensive, that even the common day laborers speak well of, and we believe, generally treat him kindly. If John is not very largely stocked with ideas, he has initiative instinct largely developed. As a tunnel cutter he was espe-cially invaluable. During the progress of the creat Summit tunnel there are similar in any great Summit tunnel there was a strike in some of the Nevada mines, and a number of Cornish men came up to work for the company. But it DITLADELFHIA AND BALTIMORE CEN MENT,-OB and atter MONDAY, April 8, 1868, trains will leave the Depot, THIRTY-FIRST and CHES-NUT Streets, West Philadelphia, as follows:-At 715 A. M. and 450 P. M., and leave Rising Son at 915 A. M. and Oxford at 6 A. M., and leave Oxford at 825 P. M. was found that the Chinamen could do considerably more work and stand the fatigue and four air of underground work much better. The Cornishmen tried it awhile, but concluded to leave the work of boring through granite mountains to the more adaptable Celestial, and

25 P. M. And Oxford at 6 A. M., and leave Oxford at A Market Irain, with Passenger Cars attached, will rongon TUENDAYS and FRIDAYS, leaving the Rising Son at 1105 A. M.: Oxford, 1145 A. M.; and Kenniett, I P. M.: connecting at West Chester Junc-tion with strain for Philadeiphia. On WEDNESDAYS and SATURDAYS Train leaves Philadeiphia at 236 P. M.; runs through to Oxford. The Leave Science of Section 2010 (1997) (1997 "Between Sacromento and Reno are fifteen tunnels, with an aggregate length of 6262 feet. They are all cut through the bardest kinds of rock, and justly rank among the greatest schievements of railroad engineering. We have already spoken of the great tunnel at the sumthose at Coldstream and Pollard's Hill mit: are hardly inferior as monuments of patient labor and successful skill. At the latter the work of blasting was especially extensive. The heavier 'blasts' threw enormous masses of rock into the eddy below, and made a residence in the vicinity anything but comfortable. A story is told and vouched for by Mr. Grant, pro-prictor of the Donner Lake House, that one rock landed near the lake with such violence that its bottom was buried seventeen fest below the surface of the earth. It is stated that the aggregate cost of constructing this series of tunnels was \$1,750,000. Following is a list of the distance of each from Sacramento, and the length.

"The Central Pacific Company have had many obstacles, some of them unforeseen, to contend with. The last winter was atmost unprece-dented in its severity. All those living along the line of highest elevations unite in the statement that so much snow has not fallen in many years. The result was a failure to connect the two ends of the line east and west of the Sumwit, and a practical severance of communicabill and a practical severance of communica-tions for some months. In consequesce of this work was put back at least a third of a year: so that the cars to-day, instead of running to Humboldt river, are running only to Reno. Some difficulty has been experienced in getting iron. Two of the Company's rolling mills East recently burnt down; another was disabled for several months by reason of an accident Hence in months by reason of an accident. Hence, in order to meet the demands, it has been found necessary to bring iron across the Isihmus at, of course, greatly-increased expense. Some difficulty has been experienced recently in getting labor. The alkali and sage bush regions of Neveda bave a bad fame, and workmen have again. Two other men then seize it, and place in many instances, been found averse to going

Harimburg, Pottaville, Port Clinton, and all points CAPS OF DOES THESE COMPLET WAR CARL FIRST FOR THE arrival. ON SUNDAYS, Leave Phimelephia at 800 A. M. and 700 P. M. Leave West Chester at 745 A. M. and 600 P. M. Trains leaving West Chester at 730 A. M. and 450 P. M., and leaving West Chester at 730 A. M. and 450 P. M., connect at B. C. Junction with Trains on P. & B. C. R. K. for Oxford and Intermediate points Passengers are allowed to take Wearing Apparei only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one shundred dollars unless a special contract is made for the same. HENRY WOOD, General Sup't, Philadelphia. April 1st, 1868. 410

beyond, Mails close at the Philsdeiphia Post Office for all places on the road and its branches at 5 Å, M., and for the principal stations only at 215 P. M. BAGGAGE.-Dungan's Express will collect Bag-gage for all trains leaving Philadelphis Depot. Orders can be left at No. 25 S. Fourth street, or at the Depot, Thirdeenth and Callowhill streets,

DENESYLVANIA CENTRAL RAILROAD.

PENDSYLVANIA CENTRAL KAILHOAD, EUMMER TIME, TAKING EFFECT MAY 11, 1868. The trains of the Pennayivania Central Railread leave the Depot, at THINTY-FIRST and MARKET Streets, which is reached directly by the Market Streets cars the last car connecting with each train leaving Front and Market streets tairly minutes be-fore its departure. The Cheenut and Walnut streets cars run within one square of the Depot. On Sundays-The Market Street cars leave Front and Market streets that be de-parture of each train. Bie uing Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot, Orders left at No. 50 Chesnut street, or No. 116 Market street, will receive attention. HOR CAPE MAY VIA WEST JERSEY RAIL.

TRAINS LEAVE DEPOT, VIZ:-

...12'00 M d 10 30 P. M. ... 2'10 P. M. ... 4'00 P. M. ... 8'00 P. M. ...11'15 P. M. ...11'15 P. M.

Phinderphia Laboration II 30 P. M. Accommodation Erie Mail leaves daily, except Saturday. Phinderphia Express leaves daily, All other trains daily, except Sunday. The Western Accommodation Train runs daily, ex-cept Sunday. For this train tickets must be pro-cured and bastage delivered by 5 W P. M., at No. 116 Market streets.

Cincin. at Express. Philadeli bla Express. Paoli Accommodation. No. 1. Eric Mai. Paoli Accommodation, Nos. 2 and 3.3 40 and 7 10 5 00

Paoli Accommodation, Nos. 2 and 3.3 40 and 7 10 P. M. Day Express 500 P. M. Barrisourg Accommodation 500 P. M. For further into matton apply 10 For further into matton apply 10 Re. 501 CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 16 MARKET Street, SA MUEL H. WALLACE, Ticket Agent at the Depot, The Pennsylvania Railroad Company will not as-some any risk for Baggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred Dollars in value All Bagkage exceeding that amount in value will be at the risk of the owner, unless taken by special contract, EDWARD H. WILLIAMS, 4 2. General Superintendent, Altoona, Pa.

General SuperIntendent, Altoona, Pa.
General SuperIntendent, Altoona, Pa.
PHILADEL PHIA, GERMANTOWN, AND NOBRISTOWN RAIL ROAD. -TIME TABLE, FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 9, 34, 35, 4, 5, 55, 610, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 8, 9, 10, 11, 12 P. M.
2, 8, 4, 45, 6, 65, 7, 8, 9, 10, 11 F. M.
The 32 Down Train, and 33 and 65 Up Trains will not stop on the Germantown Branch, ON SUNDAYS.
Leave Philadelphia 95, A. M. 2, 7, 105 P. M.
Leave Philadelphia 5, 10, 12, A. M., 2, 3%, 65, 7, 9 and 11 P. M.
Leave Chestnut Hill 746, 8, 940, and 1110 A. M., 146 340, 546, 640, 540 ON SUNDAYS.
Leave Chestnut Hill 766 A. M. 2 and 7 P. M.
Leave Chestnut Hill 756 A. M. 1240, 540 and 925 P.M.
FOR CONSHOHOCKEN AND NORRISTOWN. 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 745 A. al., 1230 and 7 P. M 7 F. 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.

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

Leave Philadelphia 5, 75, 9, and 11% 5, 640 and 925 P. M. FOB CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 75, 9, and 11% 5 A. M. 1%, 8, 1%, 5%, 5%, 5% and 11% P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M., 1%, 8, 5%, 6%, and 8% P. M. Conversion of the state Leave Philadelphia 9 A. M., 2% and 71b P. M. Leave Norristown 7 A. M., 6% and 9 P. M. Leave Norristown 7 A. M., 6% and 11% A. M., 1%, 8, 5%, 6%, 6%, and 11% P. M. Leave Philadelphia 6, 7%, 9 and 11% A. M., 1%, 8, 5%, 6%, 6%, and 9 P. M. Leave Philadelphia 6, 7%, 9 and 11% A. M., Leave Philadelphia 6, 7%, 9%, and 11% A. M., 2, 8%, 5, 6%, and 9 P. M. Leave Philadelphia 9 A. M., 2% and 7% P. M. Leave Philadelphia 9 A. M., 2% and 7% P. M. Leave Manaynuk 7% A. M., 6 and 9% P. M. Leave Manaynuk 7% A. M., 6 and 9% P. M. Leave Manaynuk 7% A. M., 6 and 9% P. M. SLEEPING CARS for New York on 7 P. M. train daily. Torongh Tickets to Philadeiphia, New York, or Boston, can be had at the Estion Office at all hours in the day, as well as at the new office is the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania sveme, between Sixth and Seventh streets. See Baltmore and Ohio Railroad advertisement and achedule between Washington, Baltimore, An-napolis, and the West. J. L. WILSON, Master of Transportation, L. M. COLE, General Ticket Agent. 2261] GEO S. KOONTZ Arent. Washington.

 \$2281] GEO E. KOONTZ Arent. Washington

 Harrish and the state of the st

GET THE BEST-THE HOLY BIBLE-HARD ing's Editions-Family, Pulpit and Pocket Bible in beautiful hivies of Turkey Morocco and antique bindings. A new edition, arranged for photographic petralis of families. WM. W. HARDING, Publisher, WM. W. HARDING, Publisher, ENO. INCOMPENDIT Birst below Fouris

HILADELPHIA, WILMINGTON AND BAL TIMORE BAILFOAD, TIMORE BAILFOAD, TIMORE BAILFOAD, TIMORE BAILFOAD, TIMORE BAILFOAD, TO BAILFORD AND THE TABLE, The TON AVENUE AS FOLLOWS:-Way-Mail Train at 836 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, com-secting with Delaware Railroad at Wilmington for Orisseld and Intermediate Stations, Express Train at 1200 M. (Sundays excepted) for Sailmore and Washington, stopping at Wilmington,

Express Train at 12 00 M. (Sundays excepted) for Ballimore and Washington, stopping at Wlimington, Perry ville, and Havrede-Grace. Connects at Wil-mington with train for New Casile.
 Express Train at 320 F. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thorlow, Linwood. Claymont, Wlimington, Newport, Stanton, Newark, Eliton, Northeast, Charlestown, Perry ville, Havre-de-Grace, Aberdesen, Perry man's, Edgewood, Magnolia, Chisse's and Stammer's Run.
 Might Express at 1100 F M. (Dafly) for Baltimore and Washington, stopping at Perryville and Havre-do Grace. Connects at Wilmington (Saturdays ex-cepted) with Delaware Raircoad Line, stopping at New Casile, Middletown, Claston, Dover, Harrington, Seaford, Salisbory, Princess Anne, and connecting at Cresteld with Boat for Fortress Mon-ree, Norfolk, Fortsmouth, and the South.
 Fassengers for Fortrees Monroe and Norfolk via Baltimore Will take the 1200 M. Train. Via Orisfield will take the 1100 F. M. train.
 Stopping at all, stations between Philadelphia and Wilmington.

Wilmington. Leav Philadelphia at 11:00 A. M., 2:30, 5:00, 7:06, and A' soldally) F. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and inter-

and if sites is a set of the se

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

SUMMER ARRANGEMENT. FIVE TRAINS DAILY TO ATLANTIC CITY.

Beturning, leave A. Ball Excursion. Mail Freight, with passeager car. Express (through in two hours). Accommodation

Sunday Mail Train to Atlantic,

Fare to Atlantic, 22. Round trip tickets, good only for the day and train on which they are issued, 83. The Philadeiphia Local Express Company, No. 625 OHESNU: Street, will call for baggage in any part of the city and munrbs, and check to hotel or cottage at Atlantic City. Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 625 OHESNUT Street. 7 54

PHILADELPHIA AND ERIE BAILROAD.-

BEIMMER TIME TABLE. Through and direct route between Philadelphin, Baltimore, Harrisburg, Williamsport, to the North-went, and the Great Oil Region of Pennasivania. ELEGANT SLEEPING CARS on all Night Trains. On and steer MONDAY, May 11, 1865, the trains on the Philadelphia and Erie Ballroad will run as follows:-

 Mail Train leaves Williamsport.
 8'20 f. M.

 a
 arrives at Erie.
 8'20 f. M.

 Berle Express leaves Williamsport.
 12'00 Doon

 a
 arrives at Erie.
 10'05 A. M.

 Berle Express leaves Williamsport.
 12'00 Doon

 a
 arrives at Erie.
 10'05 A. M.

 Berle Express leaves Williamsport.
 8'00 A. M.

 Berle Express Villiamsport.
 6'20 F. M.

 a
 arrives at Erie.
 10'05 A. M.

 Berle Express Lock Haven.
 7'45 P. M.

 a
 arrives at Philadelphia.
 6'20 F. M.

 a
 arrives at Philadelphia.
 7'10 A. M.

 a
 arrives at Philadelphia.
 7'10 A. M.

 a
 arrives at Philadelphia.
 7'10 A. M.

 a
 arrives at Philadelphia.
 8'15 A. M.

 a
 arrives at Philadelphia.
 8'16 A. M.

 b
 arrives at Philadelphia.
 8'16 A. M.

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 arrives at Philadelphia.
 8'16 A. M.

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 arrives at Philadelphia.
 8'16 A. M.

111

No. 320 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. 2277 JOHN BINGHAM. Superintendent.

THE ADAMS EXPRESS COMPANY, OFFICE

2 254] GEORGE S. KCONTZ, Agent, Washington, TREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Canden and Amboy and Connecting kailroads, from Wainut street wharf. INCREASED DESPATOH. Freight for all way points on the Camden and Amboy, Freehold and Jameeburg, and Burlington County Railroads, forwarded at 12 o'clock Noon. For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belviders Eati-roads, forwarded at 25 P. M. For New York, at 12, 24, and 5 P. M. Freight received from 7 A. M. to 6 P. M. A slip memorandum, specifying the marks and A slip memorandum, specifying the marks and Multice Besent with each bad of goods. WALTER FREEMAN, Agent, No, 326 S. Delaware Avenue, Philadelphic

FIRE AND BURGLAR PROOF SAFE ALUM AND DRY PLASTER

AGAIN SUCCESSFUL.

BROOKLYN, May 15, 1868.

Mesars, Marvin & Co., New York-Gentlemen; Our Planing Mill, 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.

you as soon as we have time. BHEARMAN BROS.

Yours truly, BHEARMAN BROS, This Sale was Red hot for several hours, and the cast-iron feet were actually melied.

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

A PERFECT SAFE. MARVIN'S 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, (Masonie Hall), Phila. 365 BROADWAY. NEW YORK, 108 BANK STREET, CLEVELAND, O. And for sale by our Agents in the principal cities broughout the United States. 626 tuths8m C. L. MAISER, MANUPACTURER OF FIRE AND BURGLAR-PROOF SAFES, LOCKEMITH. BELL-HANGER. AND DEALER IN BUILDING HARDWARE. 353 No. 454 RACE Street. A LABGE ASSORTMENT OF FIRE and Burglar-proof SAFFS on hand, with inaide doors. Dwelling-house Sates, free from damp ress. Prices low, C, HASSENFORDER, 6 52 No. 422 VINE Street. TRUSSES.

"SEELEY'S HAKD RUBBER TRUES," No. 1847 CHESNUT Street. This Trues cor-rectly applied will cure and retain with ease the mon difficult ropture: always clean, light, easy, safe, and comfortable, used it bathing. fitted to form, never ronts, breaks, solis, becomes limber, or moves from place. No straphing, Hard Rubber Abdominal Sop-porter, by which the Mothers, Corpulent, and Ladies suffering with Female weakness, will find relief and perfect support; very light, neat, and effectual. Phe Instromenta Shoulder Braces, Ensite Stocking, for weak limbs, Suspensions, etc. Also, large stock best Leather Trusses, half usual price. Lady in attenta-ance.

FITLER, WEAVER & CO.,

MANUPACTURERS OF MANILLA AND TARRED CORDAGE, CORDS

TWINES, ETC.,

No. 23 North WATER street, and No. 22 North DELAWARE Avenue.

FRILADELPHIA. FLEE, MICHAEL WRAVER. EDWIN H. FITLES, CONBAD F. CLOTHINH.