TECHNICAL EDUCATION IN ENGLAND. Report Upon the Scientific Training of

Artinams. The Select Committee appointed in England to inquire into the provisions for giving in-struction in theoretical and applied science to the industrial classes have made the following

report:"The foremen are almost without exception persons who have been selected from the class of workmen by reason of their superior natural aptitude, steadiness, and industry. Their edu-cation, and that of the workmen, during the school age, has been received in elementary scho is; and owing both to the detective charactor of the instruction in some of those schools and to the early age at which the chituren go to work, it is rarely sufficient to enable take advantage of the scientific instruction at a later period. In this state timers under the Factory act must, as a rule be included. The evidence of Mr. Mundella and other witnesses tends to show that the primary education received in the factors school is insufficient, except where the employ ment and education are both uninterrupter between the ages of eight and thirieen, an where the Instruction is given in good schools established or supported by manufacturers who take an active and intelligent interest in the welfare of the children whom they employ. The little rudimentary knowledge acquired at school is rarely retained after the young people have been at work two or three years, and ele-mentary scientistc instruction is thus entirely beyond the reach of a large portion of our in dustrial population. The series of schools at Halliex, at Oldham, etc., are exceptional in-stances of latr elementary education to children, followed by elementary instruct on in theoretical and applied science to joung persons and adults. "In Scotland, where the superior

primary instruction of the artisans removes one of the obstacles to their acquiring scientific instruction, the Watt Institute of Edinburgh and the Andersonian University of Glasgow have rendered good service, the former during nearly half a century, the latter for more than twenty years. They can boast amongst their scholars such names as Nasmyth, James Young, and many others. Technical objections have hitherto prevented these schools from receiving the ts of the Science and Art Department; but within the last twelve months these have been overcome.

"The Mining School of Cornwall, as described Mr. Robert Hunt, keeper of mining records, is the only one of its kind. The mining population being scattered over a wide area, it is necessary to send a teacher to the villages in order to conduct the classes. The miners are taught the elements of chemical and physical science with special reference to their occupations; and the school is producing results which are excellent, though limited as to their area by want of funds. The wages of the miners are in-adequate to enable them to pay fees sufficiently high to support the school, even with the alc of payment on results from the Department of Science and Art, and the local subscriptions do not enable the promoters to provide instruction for all the villages which require or desire it. PROPRIETOTS AND MANAGERS OF GREAT INDUSTRIAL

UNDERTAKINGS. "In those not ungrequent cases where these persons also have risen from the rank of artisans, exceptional gifts, including more espe-cially those of unconquerable perseverance and energy, which had caused their elevation, have also cumbled them generally to correct the deficiencies of their early literary training. Any knowledge of scientific principles which they may have acquired is generally the result of solitary reading, and of observation of the facts with which their pursuits have made them familiar. More generally, however, the training of the capitalists, and of the managers of their class, has been that of the higher secondary schools, followed in care, though in more recent years less unfrequent, instances by a course of more or less systematic scientific instruction in colleges like the Royal School of Mines, the Royal College of Chemistry, University and King's Colleges, London; Owens College, Manchester; and the laboratories of the Univertles of Edinburgh and Glasgow. The scientifi courses of Oxford have been too recently instituted, and have hitherto been devoted too entirely to pure science to have had any appreciable influence on the scientide instruction of this class; besides which, a feeling exists, to which expression was given by Mr. Chance, the eminent manufacturer of Smethick, himself a man of great scientific attainments and a distinguished member of the University of Cambridge, that however suitable the universities may be or become for the training of professors of science of the higher class, the habits at present acquired there by the sons of wealthy men are not conducive to the successful prosecution of an in-

dustrial career.
"The military and scientific department of the Proprietary College of Cheltenham, and the City of London Endowed School, are exceptional instances of secondary schools in which instruction in science holds the first place. In the great public schools of Harrow and Rugby instruction in one scientific subject, in addition to classics and mathematics, has only recently been made compulsory. Any attempt to auxlyze briefly the evidence as to the degree of instruction given at King's College and University College, London, and Owens College, Manchester, would probably tail to convey a correct impression. Your committee would therefore direct attention to the evidence. The same observation applies to the University of Edinburgh, where a chair of civil engineer-ing has recently been founded by Sir David Baxter, to the endowment of which the Government has agreed to contribute. The engineers of Manchester and the neighborhood have raised a fund for endowing a similar chair at Owens College in that city. To that fund a single firm of mechanical engineers contributes £3000, besides a subscription of £250 per annum from one of its partners. The college is full to overflowing, and a proposed building fund of £150,000 has already received subscriptions amounting to £40,000. The Royal School of Mines, in Jermyn street, in addition to its lectures to artisans, delivered by some of the most eminent men of science, has systematic courses of lectures on nearly every subject usually comprised in a higher technical course, with the important exception of mathematics. BELATION OF INDUSTRIAL EDUCATION TO INDUS-

TRIAL PROGRESS. "The industrial system of the present age is based on the substitution of mechanical for animal power; its development is due in this country to its stores of coal and of metallic ores, to our geographical position and temperate climate, and to the unrivalled energy of our population. The acquisition of scientific know-ledge has been shown by the witnesses to be only one of the elements of an industrial education and of industrial progress. Indeed, there is a preponderance of evidence to show that so far as the workmen, as distinguished from the managers are concerned, it can be considered an essential element only in certain trades, or generally as enlarging the area from which the foremen and managers may be drawn. In all cases, another and an indispensable element of industrial success is the acquisition of practical experience and manipulative skill. The eviexperience and manipulative skill. The evidence given before your committee places beyond all doubt the fact that these latter acquirements are possessed in a pre-eminent degree by our manufacturing population of every grade, according to their several necessi-

Only two witnesses from Birmingham-the one an eminent merchant, the other a manufac-turing jeweller—and Mr. Gill, a woollen manuacturer, of Innerleithen, in Scotland, attribute he loss of certain trades to the superior skill, appliances, and education of the German, Belgian, and American manufacturers; and the reat steel works of Krupp, in Westphalia, have peen named as the only instance of a factory which is said to possess an organization supefor to that of any establishment in the same pranch of industry in this country. At the same se nearly every witness speaks of rdinary rapid progress of continental nations in manufactures, and attributes that rapidity, not to the model workshops which are met with n some fore gn countries, and are but an indifrent substitute for our own great factories, ad for those which are rising up in every part f the continent; but, besides other causes, to be scientific training of the proprietors and

managers in France, Switzerland, Belgium, and Germany, and to the elementary instruction which is universal amongst the working population of Germany and Switzerland. CONCLUSION.

The evidence which has been given before your committee, and in part summarized in the preceding pages, together with the informa-tion which is accessible to them in common with other members of the community, has con-

'1. That with the view to enable the working class to benefit by scientific instruction, it is of the utmost importance that efficient elementary instruction should be within the reach of every

"2. That unless regular attendance of the children for a sufficient period can be obtained, little can be done in the way of their scientific instruction.

"3. That elementary instruction in drawing, in physical geography, and in the phenomena of nature, should be given in elementary

schools, '4. That adult science classes, though of great use to artisans, to foremen, and to the smaller manufacturers, cannot provide all the scientific instruction which those should possess who are responsible for the conduct of important industrial undertakings. That all whose necessities do not oblige them to leave school of fourteen, should receive instruction in the elements of science as part of their general education.

"5. That the reorganization of accordary in-struction and the introduction of a larger amount of scientimo leaching into secondary schools are urgently required, and ought to receive the immdiate consideration of Parliament and the country.

'6. That it is desirable that certain endowed schools should be selected in favorable situa-tions for the purpose of being reconstituted as science schools, having in view the special requirements of the district; such schools to be endered available to the surrounding districts. by the establishment of exhibitions open to pub-lic competition; so that the children of every grade may be able to rise from the lowest to the highest school.

7. That superior colleges of science, and schools for special scientific instruction requiring costly buildings and laboratories, cannot be supported by fees alone, wishout aid from one or more of the following sources, viz.:—the state, the localities, and endowments or other benefactions.

"8. That such colleges and special schools are most likely to be most successful if established in centres of industry, because the choice of such centres tends to promote the combination of selence with practice on the part both of the professors and of the pupils; and to enable many to attend them to whom the expenses of living at a distance from home would otherwise be an in superable barrier.

'9. That the provinces of England, especially the agricultural districts, have not received a sufficient proportion of the State grants for

education. '10. That those provinces of England are entitled to such a modification of the public grants us will afford them increased aid, supplementary to the funds which they may raise in their own localities for the purpose of promoting scientific instruction. That grants of money from the national exchequer for local scientific instruction should be chiefly designed to promote local activity, and a better use of resources otherwise available, and should be regarded as occasional or temporary.

"11. That some slight addition to the emoluments of science teachers would probably tend materially to promote the establishment and permanence of elementary science classes. 12. That the provisions of the Public Libra-

ries' and Museums' act should be altered so as to enable public bodies to levy a slightly increased rate for scientific purposes.
"13. That the managers of training colleges for the teachers of elementary schools should

give special attention to the instruction of those teachers in theoretical and applied science, where such instruction does not exist already. '14. That teachers in elementary day schools should be paid on results, for teaching science to the older scholars, in the same way as payment is now made for drawing in such schools. That the education of higher science teachers should be encouraged, by the granting of degrees in science at Oxford and Cambridge as

at other universities, and by the opening of a greater number of fellowships to distinction in ural science as well as in mathematical and moral science. "15. That a more intimate connection between the various Government institutions for scientific instruction in London would increase the efficiency of each of these institutions, and that the constitution and management of those institutions and their future relations to each

other requires further investigation." Cameo Engraving.

The art of cutting cameos is a species of culpture rather than engraving. There are two sinds of cameos, one of which is stone of difcolored strata, so that the raised figure is of a different color from the ground, the other is of the conch shell. The shells are sawed into squares with saws of soft iron, similar to those used by sculptors. After the shells are cut into suitable pieces they are ground on a stone to their required shapes, by grinding them nicely on the edges and leaving them thick in the middle. After this they must be comented on a stick about six or seven inches long, with coment Burgundy pitch and rosin of equal parts, heated together until they are perfectly amalgamated. The end of the stick is immersed in the cement while it is warm, and enough attaches itself to it to fasten the shell, which must also be slightly warmed or the two will not be attached. After being cool the shell is ready

To produce a likeness of an object, the best way is to cut the profile on paper, lay it on the shell, and trace it out. The best gravers, the harder the better, are alone fit for the work, and they are ground down to different shaped points, some diamond, some oval, some chisel shaped, and some round. After the likeness or design is traced on the shell it has to be blocked out with the hand, or it might be done by flat drills is a lathe. The blocking out is done by tracing the design with the diamond pointed graver, and leaving the pencilings distinct, and cutting away all the outside with chisels and gouges, taking care to leave the groundwork thick enough to finish up.

After the blocking out is completed, begin

with the top of the profession, in making the head, by leaving a space for the bair a little raised, and then engraving the features, taking great pans not to do much at a cut, for if once spoiled there is no remedy. The neck and breast are done next, as cautiously as the face. The hair is done last, and is the most difficult part to perform, although the uninitiated would think it the simplest; but it is the most difficult work of all; for no matter how good the rest of the work may be, if the hair is poorly executed the whole figure looks bad. In cutting the hair it must be gracefully curled with delicate curves. Sculptured heads are the best models

for the learner to study.

After the figure or design is finished with the graver, the cameo is poli-hed with pumice stone as smooth as possible until all the marks of the graver disappear. It is then finished with a stiff tooth brush and potter's clay, or whiting and water, and afterwards washed in pure water, when it will be observed to have that beautiful polish for which cameos are so justly admired, and which made them, on account of their chasteness of coloring, a very popular branch of jewelry.

To take the cameo off the stick after it is finished, it is necessary to heat the stick over a spirit lamp until the eement warms, when it is ready for framing.—Boston Com. Budelin.

PREIGHT LINES FOR NEW YORK AND

PREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Ealtroads, frops Wallint street wharf.

INCREASED DESPATCH.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon.

For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belviders 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.

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

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every in stance be sent with each load of goeds.

WALLEER FREEMAN, Agent,
No. 225 S. Delaware Avenue,
Philadelphia.

RAILROAD LINES,

NORTH PENNSYLVANIA BAILROAD.—
THE MIDDLE ROUTE,—Shortest and most direct line to Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Bayen, Wikesbarre, Mahanoy City, Mount Carmel, Pitaton, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Coal Region.

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

SUM MER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 20, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays ox At 646 A. M.-Accommodation for Fort Waab-

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

At 745 A. M.—Accommodation for Fort Washington.

At 745 A. M.—Morning Express for Bethlenem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlenem with Lehigh Yalley and Lehigh and Suaquebanna Bailroads for Easton, Alientown, Catasauqua, Siatington, Manch Chunk Weatherly, Jeanesville; Hazleton, White Haven, Wilkesbarre, Kingston, Pittaton, and all points in Lehigh and Wyoming Valleya; Also in Connection with Lehigh and Mahanoy Bailroad for Mahanoy City; and with Cataswissa Bailroad for Rupert, Danville Milton, and Williamsport Arrive at Mauch Chunk at 1205 A. M.; at Wilkesbarre at 8 P. M.; at Masanov City at 2 P. M. Passengers by this train can take the Lenigh Valley Train, passing Bethlehem at 1155 A. M. for Ession, and points on New Jersey Central Bailroad to New York.

At 845 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro' and Hartaville, by this train take Stage at Old York Road.

At 1920 A. M.—Accommodation for Fort Washington, stopping at lintermediate Stations,

At 1940 P. M.—Lehigh Valley Express for Beshlehem, Allestown, Mauch Chunk, White Haven, Wilkesbarre, Hawleton, Mahanoy City, Centralia, Sichandoah, Mt. Carnfel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

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

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

At 235 P. M.—Accommodation for Passengers for Bethlehem, Easton. Allentown, Mauch Chunk, Wilkesbarre, and Scranton, Passengers for Greenville take this train to Quakertown, and for Sumney. Jown to North Weles.

At 415 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 1430 P. M.—Accommodation for Lanadale, stopping at all intermediate stations.

At 1130 P. M.—Accommodation for Fort Washington. Trains Allendon, connecting at Bethlehem with Lehigh Philaness and Residence d

8:30 P. M., and 2:00 P.M. Trains makes direct connection with Lehigh Vailey and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 1:45 P. M. connect at Bethlehem at 6:08 P. M., and arrive in Philadelphia at 8:30 P. M.

From Doylestown at 8:25 A. M., 8:00 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.

P. M.
ON SUNDAYS.
Philadelphia for Bethiehem at 9:30 A. M.
Philadelphia for Duylestown at 2:00 P. M.
Doylestown for Philadelphia at 7:30 A. M.
Bethiehem 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 run within a short distance of the depot. depoi.
Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agens,
Tickets sold and Baggage checked through to principal points, at Mann's North Fennsylvania Baggage
Express Office. No. 105 S. FIFTH Street.

W EST CHESTER AND PHILADELPHIA

WEST CHESTER AND PHILADELPHIA

RAILROAD.—SUMMER ARRANGEMENT,
—On and after MONDAY, April 13, 1868, Trains will
leave as follows:—
Leave Palladelphia from the Depot, THIRTY,
FIRST and CHESNUT Streets, 7:15 A. M., 11 A.
M., 2:30 P. M., 4:15 P. M., 4:50 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. 7:20
A. M., 10:45 A. M., 1:55 P. M., 4:50 P. M., 6:55 P. M.
On and after Monday, June 15, an additional Train
will leave Philadelphia for Media and Intermediate
Points at 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 Ohester at
7:15 A. M., and going West will take train leaving
Philadelphia at 4:50 P. M., and transfer at B. C. Junotion.
The Depot in Philadelphia is reached directly by tion.

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

cars of both fines connects with each train upon its arrival.

Leave Philadelphia at \$100 A. M., and \$100 P. M., Leave West Chester at 748 A. M. and \$100 P. M. Trains leaving Philadelphia at 718 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., for Oxford and intermediate points. Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Sup't, Philadelphia, April 1st. 1868.

HOAD - From foot of MARKET JERSEY RAIL-

TOR CAPE MAY VIA WEST JERSEY RAILROAD.—From foot of MARKET Street (Upper
Ferry). Commencing SATURDAY, July 18, 1868,
Trains leave as follows for Cape May:—
9:00 A. M., Cape May Express, due at 12:25 (noon),
3:15 P. M., Cape May Passenger, due at 7:16 P. M.,
4:00 P. M. Fast Express, due at 6:55 P. M.
RETURNING LEAVE CAPE ISLAND,
6:00 A. M., Morning Mail, due at 10:06 A. M.,
9:08 A. M., Start Express, due at 12:07 P. M.
5:00 P. M., Cape May Express, due at 22:07 P. M.
Sunday Mail and Passenger train leaves Philadelphia at 7:15 A. M. Returning leaves Cape Island at 5:10 P. M. Excursion Tickets, 38.
Cape May Freight trains leave Camden daily at 9:20 A. M., and Cape Island at 6:45 A. M.
Commutation Tickets between Philadelphia and
Cape May, at the following rates:—
Annual Tickets, \$1:00 (quarterly Tickets, \$50, for sale at the office of the Company in Camden, N. J.
Through Tickets can be procured at No. 828
Chesnut street (under the Continental Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company

Transfer Company WEST JERSEY RAILROAD LINES.

WEST JERSEY RAILROAD LINES.
For Bridgeton, Salem, Millville, Vinetand, and intermediate stations, at 800 A. M. and 3 30 P. M.
For Cape May, 900 A. M., 3 15 P. M., and 4 P. M.
Woodbury Accommodation train at 600 P. M.
Bridgeton and Salem Freight Train leaves Camden laily, at 12 (noon) Commutation Checks between Philadelphia and all stations at reduced rates.
WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD - SUMMER ARRANGISMENT.-On and atter MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:

At 7:15 A. M. and 0xford at 6 A. M., and leave Rising Sun at 8:25 P. M.

8'25 P. M.

A Market Train, with Passenger Cars attached, will rungen TUE>DAYS and FRIDAYS, leaving the Rising Sun at 11'55 A. M.; Oxford, 11'45 A. M.; and Kennett, I P. M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2'56 P. M.; runs through to Oxford.

leaves Philadeiphia at Yes F. M.; runs through to Oxford.

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

The strain leaving Philadeiphia at 450 P. M. runs to Rising Sun, Maryland.

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

HENRY WOOD,

General Superintendent.

THROUGH LINE BETWEEN WASHINGTON
FHILADELPHIA, 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. POR PHILADELPHIA

7 P. M

POR PHILADELPHIA.

Leave daily (except Sunday) at 7.45 and 12.15 P. M., and 4.30 and 7 P. M.

ON SUNDAY.

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

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 Hankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

See Halsimore and Ohio Railroad advertisement and schedule between Washington, 'Baltimore, Annapolis, and the West.

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

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

PAST FREIGHT LINE, VIA NORTH barre, Mahanoy City, Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its

branches.

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

Goods delivered at the Through Freight Depot,
S. F. 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] ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 220 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, 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.

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BAILROAD LINES,

RUNE from Philadelphia to the interior of PADING RAILROAD.—GREAT TRUNK
LINE from Philadelphia to the interior of
Pennsylvania, the Schuylkiii, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Causaga. Summer Arrangement of
Passenger Trains, Monday, August 3, 1983, feaving the
Company's Depoi, Thirteenth and Callowhill streets,
Philadelphia, at the following hours:—
MORNING ACCOMMODATIONS,—At 730 A. M.
for Reading and all intermediate stations, and Allen
town.

for Reading and all intermediate stations, and alien town.

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

MORNING EXPRESS — At 815 A. M., for Reading Lebanon, Harrisburg, Pottaville, Pine Grove, Famaqua, Sunbury, Williamaport, Elmira Rochester, Niagara Falia, Buffalo, Wilkesbarre, Pittaton, York, Carilaie, Chambersburg, Hagerstown, etc.

The 736 train connects at Reading with the East Pennsylvania Rallroad trains for Alientown, etc., and the 815 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Port Clinton with Catawissa Rallroad trains for Williamsbort, Lock Haven, Emira, etc.; at Harrisburg with Northern Central, Cumber and Valley, and Schuyklil and Susquehanna trains for Northumberland, Williamspors, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS, — Leaves Philadelphia at 830 P. M. for Reading, Pottaville Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION,—Leaves Potts-

trains for Columbia, etc.

POTTSTOWN ACCOMMODATION,—Leaves PottsIown at 6-45 A. M., stopping at intermediate stations:
arrives in Philadelphia at 9-35 A. M. Returning leaves
Philadelphia at 4-30 P. M.; arrives in Pottstown at 5-40
P. M. READING ACCOMMODATION-Leaves Reading

nt 7 30 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.

Returning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 8 05 P. M.

Trains for Philadelphia leave Harrisburg at 8 16 A. M., and Pottsville at 5 45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 7 05 P. M., and Pottsville at 2 45 P. M.; arriving at Philadelphia at 6 5 P. M.

Harrisburg accommodation leaves Reading at 7 15 A. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Alternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 9 15 P. M.

Market train, with a Passenger car attached, leaves Philadelphia at 12 35 noon 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 30 A. M., and Philadelphia at 3 E. P. M.; leave Philadelphia for Reading at 8 26 A. M., returning from Reading at 4 25 P. M.

CHESTER VALLEY RALLEGAD.—Passengers

P. M. CHESTER VALLEY RAILROAD.—Passengers for Low singtown and intermediate points take the 7-20 A. M., 12-45 and 4-30 P. M. trains from Philadelphia, returning from Downingtown at 5-30 A. M., 1-06, and 2-32 P. M. FERKIOMEN RAILROAD,—Passengers for Collegeville take 7 to A. M. and 4 20 F. M. trains from Philadelphia, returning from Collegeville at 8 27 A. M., and 1 49 P. M. Stage lines for various points in Per-kiomen Valley connect with trains at Collegeville, NEW YORK EXPERSS FOR PITTSBURG AND NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A M., 5.00 and 500 P. M., passing Reading at 1 A M., 150 and 1010 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williams port, Elinira, Battimore, etc., Returning, Express Train leaves Harrisburg, on arrival of Penns; Ivania Express from Pittsburg, at a and 6:25 A. M., 935 P. M., passing Reading at 4:49 and 7:06 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 200 Pittsburg, without change,
Mail train for New York leaves Harrisburg at 810
A. M. and 206 P. M. Mail train for Harrisburg leaves
New York at 12 Noon.

A. M. and 2°95 P. M. Mall train for Harrisburg leaves
New York at 12 Noon.
SCHUYLKILL VALLEY RAILROAD.—Traina
leave Potsyile at 6°45 11°30 A. M., and 6°40 P. M., returning from Tamaqua at 8°55 A. M., and 2°15 and 4°36
P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7°35 A. M. for Pinegrove and Harrisburg, and at 12°15 P. M. for Pinegrove and Tremont; returning from Harrisburg at
3°30 P. M., and from Tremont at 7°40 A. M., and 5°35
P. M. P. M., and how 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 atom.

rates.

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

reduced rates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth atreet, Philadelphia, or G. A. Nicholis, General Superintendent, Reading.

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

Allieage Tickets, good for 2000 miles, between al points, at \$2500 each, for families and firms.

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

Clergymen residing on the line of the road will be

formshed with cards, entiting themselves and wives to tickets at hal, fare.

Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at Thirteenth and Callowhill streets,

EKERIGHT.—Goods of all descriptions forwarded to the hoove points from the Commany's New York 12 and 12 and 13 and 14 and 15 a Fright Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 4'35 A.
M., 12'45 noon, 3'00, and 8 P. M., for Reading, Lebanon,
Haritsburg, Pottaville, Port Clinton, and all 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 principul stations only at 245 P. M.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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

and Market streets threy-five minutes delote the de-parture of each train.

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

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. LEAVE DEPOT, VIZ:-

...11 15 P. M.

Parkenburg Train..... Fast Line..... Lancaster Train.....

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, 42b. General Superintendent, Altoona, Pa.

General Superintendent, Altoona, Pa.

DHILADELPHIA, GERMANTOWN, AND
NORRISTOWN RAILROAD—TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9°05, 10, 11, 12 A, M., 1, 2, 34, 35, 35, 6°10, 7, 8 9, 10, 11, 12 P, M.
Leave Genmantown 6, 7, 75, 8, 8°20, 9, 10, 11, 12 A, M., 1, 2, 3 4, 4%, 6, 6%, 7, 8, 9, 10, 11 P, M.
The 8 20 flown Train, and 3% and 6% Up Trains will not stop on the Germantown Branch.

Leave Philadelphia 9% A, M., 2, 7, 10% P, M.
Leave Germantown 8% A, M., 1, 6, 0%, P, M.
Leave Philadelphia 9% A, M., 1, 6, 0%, P, M.
Leave Philadelphia 3, 8, 10, 12, A, M., 2, 3%, 5%, 7, 9
and 11 P, M.
Leave Chestnut Hill 716, 8, 640, and 11°10 A, M., 1°40
3°40, 5°40, 8°40, and 10°40 P, M.
Leave Philadelphia 1% A, M., 2 and 7 P, M.
Leave Chestnut Hill 7°80 A, M., 12°40, 5°40, and 9°25
P, M.
EOR CONSHOHOCKEN AND NORRISTOWN.

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

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 11:05 A, M, 12%, 3, 4%, 5%, 6%, 8:05 and 11½ P. M.

Leave Philadelphia 9 A, M, 7:50, 9, and 11 A, M, 1½, 3, 6%, 6%, and 6% P. M.

Leave Philadelphia 9 A, M, 2:30 and 7:25 P. M.

Leave Philadelphia 6, 7%, 9, and 11:05 A, ..., 1½, 8, 4%, 5%, 6%, 8:05, and 11½ P. M.

Leave Philadelphia 6, 7%, 9, and 11:05 A, ..., 1½, 8, 4%, 5%, 6%, 8:05, and 11½ P. M.

Leave Manayunk 6:10, 7%, 6:20, 9%, and 11½ A, M, 2, 3½, 5, 6%, and 9 P. M.

Leave Manayunk 7:0, 7%, 6:20, 9%, and 7% P. M.

Leave Philadelphia 9 A, M, 2½ and 7½ P. M.

Leave Manayunk 7% A, M, 6 and 9½ P. M.

Leave Manayunk 7% A, M, 6 and 9½ P. M.

Leave Manayunk 7% A, M, 6 and 9½ P. M.

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

pertraits of families, WM. W. HARDING, Publisher, ENG. 285 CHEBNUT Skreet below Fourth

RAILROAD LINES.

1868 -FOR NEW YORK, THE CAMPEN AND TRENTON BAILROAD COMPANY LINES, FROM PHILADELPHIA TO SEW YORK AND WAY PLACES, FROM WALNUT STREET WHARF. At 850 A. M., vis Camden and Amboy Accommo At 8 A. M., vis Camden and Jersey Chy Ex-At 2 P. M., via Camden and Aluboy Express. 5 30 At 3 30 P. M., via Camden and Jersey City Ex-Press. 8:00
At 6 P. M., for Amboy and Intermediate stations.
At 5 80 and 8 A. M., 2 and 3 3 P. M., for Freehold.
At 8 and 16 A. M., 2, 230 and 4 3 P. M. for Freehold.
At 5 30, 8, and 10 A. M., 1, 2, 3 3 30, 4 30, 6 and 11 30
P. M. for Bordentown, Bur ington, Beverly, and Delanco. Delanco, At 570 and 10 A. M., 1, 2, 3, 8 50, 4 50, 6, and 11 80 P. M., for Florence.

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

At 5:30 and 10 A. M., 1, 5, 4:30, 6, and 11:30 P. M. for Edgewater, Riveride, Rivert cand Palmyra, 2 P. M., for Riverton and 13:30 P. M. for Palmyra.

At 5:30 and 16 A. M., 1, 3, 4:50, 6, and 11:30 P. M. for Plab House.

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

FROM KENSINGTON DEPOT.

At 11 A. M., viz Rensington and Jersey City, New York Express Line Fare 53.

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

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

At 7 and 10 B. M., 2:30, and 5 P. M. for Schences

and 1018 A. M., 280, and 5 P. M. for Schencks

At 7 and 10 18 A. M., 2 30, and 5 P. M. for Schencks and Eddington
At 7 and 10 18 A. M., 2 30, 4, 5, and 5 P. M. for Cornwells. Torrisdale, Holmesburg, Tacony, Whainoming, Bridesburg, and Frankoved, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADEL SHADE DEPOT.
**YA Connecting its stations.

FROM WEST PHILADEL SHADE DEPOT.
**YA Connecting its stay.

At 9 30 A. M., 1 30, 5 30, and 12 P. M. New York Express Libers, via Jerney City, Fare 2 3 35.

At 1 A. M., Emigrant Line, Fare, \$2.

The 9 30 A. M., and 6 30 P. M. Lines will run daily, Al others, Sundays excepted.

At 9 30 A. M., 1 30, 5 30, and 12 P. M., for Trenton.

At 9 30 A. M., 1 30, 5 30, and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morri-ville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmes burg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Cheministreet, 3e minutes before detarture. The cars on Market street Raliway run direct to West Philadelph a 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 DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES.
From Kensington Depot.
At 7:00 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Elmira, Ithaca, Owero, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesharre,
Schooley's Mountain, etc.
At 7:06 A. M. and 5:30 P. M. for Scranton, Stroudsburg, Water Gap, Beividere, Easton, Lambertville,
Flemington, etc. The 3:50 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
All S. M. for Lambertville and intermediate Sta-At 5 P. M. for Lambertville and intermediate Sta-

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6 15 P. M., for Merchantsville,
Moorestown Hartford, Masson wille, Hstinsport, Mount
Holly, Smithville, Ewansville, Vincentown, Horningham, and Pemberton.
At 1 and 4 P. M., for Lew stown, Wrightstown,
Cockstown, New Egypt, Hornemtown, Cream Ridge,
Imlaystown, Sharon, and Hightstown,
Fifty pounds of baggage only are allowed each
passenger, Passengers are promibled from taking

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

Tickets sold and baggage checked direct through to Boston, Worcester, Springuelli, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Hochester, Buffalo, Niagara Falls, and Suspension Bridge. Rome, Syracuse, Rochester, Buffalo, Niagara Falis, and Suspension Bridge.

An additional Ticket Office is located at No. 828 Cheanat street, where Tickets to New York and all important points North and East may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA. Will leave from foot of Courtland street at 7 A. M., I and 4 P. M., and 12 night via Jerrey City and Cam-den; at 630 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M., via Jersey City and West Philadel half. Philadelphia. From Pier No. 1 North River at 5:30 A. M. Accoom modation, and 2 P. M. Express, via Ambay and Camden, WILLIAM H. GATZMER,

Canden, WILLIAM B., GALLES,
6 168 Agent,
6 168 Agent,
EHILADELPHIA, WILMINGTON AND BAL
TIMORE RAILROAD,
TIME TABLE,
commencing MONDAY, April 13, 1865. Trains will
leave Dapes conser of REGAD Estreet and WASHINGTON Avenue as follows:— Way-Mail Train at 8 50. A. M. (Sundays excepted)
for Baltimore, stopping at all Regular Stations, conacting with Delaware Railroad at Wilmington for
Cristefed and Intermediate Stations,
Express Train at 12 00 M. (Sundays excepted) for
Baltimore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle,
Express Train at 2 30 P. M. (Sundays excepted) for

Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 3:30 P. M., (Sundays excepted) for
Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, Northesat, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmer's Run,
Night Express at 11:00 P. M., (Dally) for Baltimore
and Washington, stopping at Perryvillo and Havrede-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping
at New Castle, Middletown, Clayton, Dover,
Harrington, Seaford, Saliabury, Princess Anne, and
connecting at Cristical with Boat for Fortress Monroe, Norfolk, Fortsmouth, and the South,
Fassengers for Fortress Monroe and Norfolk via
Baltimore will take the 12,00 M, Train. Via Cristicid
will take the 11:00 P, M, train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and
Wilmington.

Wilmington.
Leay: 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 interwith Delaware Railroad

with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 700 and \$10 A. M. (daily), 120 415, and 720 (daily) P. M. The \$15 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 725 A. M., Way-Mali, 249 A. M., Express; 225 P. M., Express; 635 P. M., Express; 855 P. M., Express; 856 P. M., Express, 656 P.

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

SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY. Atlantic Accommodation
Returning, leave Adamic
Special Excursion
Mail5 18 P. M4 20 P. M. ...11 40 A. M.7 10 A. M.5 50 A. M.

Junction Accommodation to Arso and in-termediate stations, leaves Vice street......5 30 P Returning, leaves Arco.....

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

The Philadelphia Local Express Company, No. 825 CHESNUr Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. Reading Room of the Continental Hotel, and at No 628 UH ESNUT Street.

D. H. MUNDY, Agent.

DHILADELPHIA AND ERIE BAILBOAD. BUMMER TIME TABLE,
Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.
FILEGANT SLEEFING CARS on all Might Trains,
On and after MONDAY, May 11, 1868, the trains
on the Philadelphia and Eric Railroad will run as

follows:— WESTWARD.

Mail Train leaves Philadelphia...

" leaves Williamsport...

" arrives at Erie.

Frie Fypress leaves Philadelphia...

leaves Williamsport...

" arrives at Erie...

Elmira Mail leaves Philadelphia...

" leaves Williamsport...

" leaves Williamsport...

" leaves Williamsport...

" arrives at Lock Haven...

Exhtward... AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTION | BERS, Nos. 202 and 234 MARKET Street, CO., Der of Bank street. Successors to John B. Myses & Co. LAFGE PEREMPTORY SALE OF 200 CASES
BOOTS, SHOES TRAVELLING BAGS, ETC.
August 18, at 16 o'clock, on four months' credit.

LARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN, AND DON ESTIC DRY GOODS, On Thursday a ording; Aug. 20, at 10 c'cl. ok. oa four months' credit. [8 14 5t THOMAS BIRCH & SON, AUCTIONEERS CHESNUT Street; rear courance No. 1107 Sanctom M.

PEREMPTORY SALE OF
FURNISHED COTTAGE AT CAPE MAY.
On Saturday.
August 15, at 12 o'clock M., on the prem'ass, rear
of Congress Hall Hotel will be sold, a furnished Cottage and lot of Ground, altrated oo the north side of
South street, containing in front 78 feet 5 inches, and
extending 20 feet in depth to North street,
having ample room for two cottages facing on North
street.

Terms cash. Fale positive,

Terms cash. Fale positive,

At the rame time will be sold, a very destrable furnished three story Cottage, situated on the west side of Perry street, fifty feet north of North street, containing fifty feet front on Perry street, and extending of that width a further depth of 25 feet, having a Siable on the rear, with carriage-way into North street,

C. D. McCLEES & CO. AUCTICNEERS

SALE OF 1800 CASES BOOTS, SHOES, BROGANS,
BALMORALS, ETC.
On Monday morning.
Angust 17, at 10 o'clock, we will sell a large and
desirable assortment of Boots Shoes, Brogans, Balmorals, etc., from city and Eastern manufactures, inctuding a large line of Women's, Misses' and Children's City-made Goods.

18 18 34 MARTIN BROTHERS, AUCTIONEERS,-

No. 529 CHESNUT St., rear entrance from Minor. SUPERIOR HOUSEHOLD FURNITURE, CAR-PETS ETC ETC, On Saturday Accusing, Aug. 15, at 10 o'ce ck, at No. 1740 Francis street, above Eighteenth and Coates streets, 8 14 11

M. THOMAS & SONS, NOS. 139 AND 14 LIPPINCOTT, SON & CO., AUCTIONEERF.

RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD. ORE, and WASHINGTON AND BALTI-ORE, and WASHINGTON AND THE WEST Are 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 270, and 430 and 845 P. M.
Leave daily, except Sunday, at 760 A. M., and 270 and 845, P. M.
FOR WAY STATION SOUTH OF ANNAPOLIB JUNCTION.
Leave at 615 and 700 A. M., and at 270 and 435 P. M.

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

FOR ANNAPOLIS.

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

ON SUNDAY.

FOR BALTIMORE.

Leave at 7:45 A. M., and 4:30 and 8:45 P. M.

FOR WAY STATIONS.

Leave at 7:45 A. M., and 4:30 and 8:45 P. M.

FOR ALL PARTS OF THE WEST.

Leave daily, except Saturday and Sunday, at 7:45 A.

M. 4:26 and 8:45 P. M.

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

Through Tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office of the Bankers' and Brokers' Telegraph Line, No. 3:48 Pennsylvania avenue, between Sixth and Seventh streets.

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

J. M. COLE, General Ticket Agent.

2:25†] GEORGE S. KOONTZ, Agent, Washington.

FIRE AND BURGLAR PROOFSAFES ALUM AND DRY PLASTER ACAIN SUCCESSFUL.

BROOKLYN, May 15, 1868,

Mesars, Marvin & Co., New York-Gentlemen: Our Planing Mill, with FIFTY THOUSAND feet of lumhappy 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. SHEARMAN BROS. Yours truly, SHEARMAN BROS. This Safe was Red hot for several hours, and the cast-iron feet were actually melted.

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, Masonic Hall), Philase 265 BROADWAY. NEW YORK, 108 BANK STREET, CLEVELAND, O. And for sale by our Agents in the principal cities broughout the United States. 526 tuths3m

C. L. MAISER. MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES, LOCKEMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, 850 NO. 434 RACE Street.

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

C. HASSENFORDER,
Ro, 422 VINE Street. PRINCIPAL DEPOT

FOR THE SALE OF UNITED STATES REVENUE STAMPS, No. 304 CHESNUT STREET.

CENTRAL DEPOT. No. 103 S. FIFTH STREET, PHILADELPHIA (One door below Chesnut street),

ESTABLISHED A. D. 1862. Our stock comprises all the denomination printed by the Government.

ALL ORDERS FILLED AND FORWARDED BY MAIL OR EXPRESS, IMMEDIATELY UPON RE-CEIPT, a matter of great importance.

Drafts on Philadelphia Post Office, Greenbacks, and National Bank Notes received in payment. The following rates of commission are allowed:-

From \$20 to \$100 Four PER CENT From \$100 upwards. FOUR AND A HALF PERCENT. The commission is payable in stamps.

All orders, etc., should be addressed to STAMP AGENCY, No. 304 CHESNUTSTREET, PHILADELPHIA.

Orders received for Stamped Checks, Drafts, Receipts, Bill Heads, etc., and the best rates of commission allowed. We have constantly on hand

UNITED STATES POSTAGE STAMPS OF ALL KINDS. AND STAMPED ENVELOPES.