LANCASTER.

Funeral of the Late Thaddeus Stevens.

The following special despatch to THE EVENING TELEGRAPH appeared in our Fifth Edition of yesterday:—

LANCASTER, Aug. 17.—The funeral services over Mr. Stevens' remains took place at his house at 2 o'clock P. M. They commenced with the following invocation by Rev. A. F. Kramer:

O Thou Triune God, Father, Son, and Holy Ghost, who art our refuge in time of trouble, lift upon us the light of Thy countenance, and grant us Thy help. Give us grace to improve the affliction of Thy hand, and turn our hearts to keep Thy commandments. May we in the fellowship of Thy holy Church bring forth the fruits of a godly life. And that having persevered in the way of piety and virtue to the end we may live with prophets, apostles, martyrs, confessors and saints of all ages.

After which Bishop Bigler read the ninetieth Psalm.

Rev. Dr. Nevin then delivered the following prayer:—

O God, the only true and living God, before whom angels bow and archangels avert their faces, we come before Thee at this time with profound grief, humility and reverence. Thou hast been pleased in Thy mysterious providence to remove from this city, and State, and nation an eminent citizen, who has filled high places of trust and honor, and we have been summoned together to pay our last tribute of respect to his mortal remains, and while we mourn over his departure, we would seek to be resigned to thy governing will; we thank Thee for the many distinguished and heroic virtues with which he was adorned, and the many noble works that he was successful in achieving. We thank Thee that he sympathized with the poor and the oppressed and the suffering, and that he was willing to use his extraordinary talents and influence to alleviate and improve their condition; we thank Thee for his devotion to justice and righteousness, and for the good that has been accomplished for the land and the world by his constant and unflinching advocacy of these divine privileges. We thank Thee for his earnest and untiring devotion to the cause of education; for all the virtues that adorned his heart, and the many traits that distinguished his life. May his example be imitated by us all, and especially by the legislators of our State and nation. Bless his afflicted relatives, and comfort them in the midst of their sorrows. Help us all to be true to our highest and most sacred convictions of duty while living, so that we may be enabled to triumph with the consciousness of inward peace at the bed of death. All these things we ask in the name of the Lord Jesus Christ, the advocate and mediator. Amen!

Rev. Dr. Gray, Chaplain of the Senate, then delivered the following address:—"Citizens of Lancaster and people of Pennsylvania—We have brought home your illustrious dead—not yours only, but ours—not ours, but the nation's. Our journey from the Capital to your city was marked, very appropriately, by flags flying at half-mast; by the tolling of bells, and by the tears of the people; and to-day, while we are here engaged in these sad obsequies, could we hear, there would come to our ears from afar the wail of sorrow and the sounds of grief.

"Could we see, we should behold, not individuals, but whole States standing waiting around as pall bearers. We had hoped that a favoring Providence would have spared your representative at least to the close of another session of Congress, for grave questions are pending, involving the interest of thirty millions of people, which seem to us to require pre-eminently his wise counsels and executive skill; but it is otherwise ordered, and no doubt wisely. Therefore we bow in submission to the will of the Supreme Ruler, who when the clock of time struck the hour, sent His angel to unbar the gates of the future, and said to his servant, "Well done. Come up higher." And now till the morning of the resurrection, we commit all that remains of our departed friend to the grave, and to the guardianship of that God who watches alike over the living and the dead, and as the mouth of the grave closes on the sacred dust, we will pray God to give to Vermont another son; to Lancaster another citizen; to Pennsylvania another statesman; to the country another patriot; to the poor another friend; to freedom another advocate; to the race another benefactor, and to the world another man like Thaddeus Stevens."

The procession moved precisely at three o'clock in the order set down by the Committee of Arrangements, moving up South Queen street to Centre Square, up East King street to Duke street, thence to Chesnut street and along that to Schreiner's Cemetery.

While the procession was in motion the bells tolled, all the stores were closed and nearly every house along the route was draped in mourning.

—Another attempt is now being made by a Mr. Cooper to find a practicable route through China to India. Mr. Cooper left the China coast about eight or nine months ago, and travelled westward by way of the Yang-tsze-kiang, following the route taken by Colonel Sarel and his party in 1861, but with better success. In the beginning of March he arrived at Ching-tu, the capital of Sze-chuen, a place distant from Shanghae in a straight line more than a thousand miles. Here he found the Nepaulese Embassy on their way to Pekin, detained at Ching-tu on account of the disturbed state of the country between that place and the capital. Mr. Cooper, taking advantage of the ambassador's presence, asked him for a letter to show to the Nepaulese officials on the Thibetan frontier, but this was declined on the ground that there was "no law between Nepaul and England." After a few days' stay at Ching-tu, Mr. Cooper started for Ta-tsien-lu, the last Chinese town on the borders of Western China. The last letter from him is dated Hi-zau-ki, March 28, a place five days' journey from Ta-tsien-lu, for which town he intended to start on the 7th of April. After leaving Ta-tsien-lu, two routes to Calcutta will be open to him, the one by Bathang and Sudya, the other by Lassa. Mr. Cooper intended to try the former of these routes.

—The President of the Administrative Council of Western Siberia has just published the report which he forwards every year to St. Petersburg. It estimates at 12,000 the number of convicts banished every year to Siberia. During the last few years the average had risen to 14,000, of whom more than a sixth are women and children. Quite recently the journey was still performed on foot. A fifth of the exiles die on the way or in the hospitals. That mortality is by the fatigue of travelling, apart from all other circumstances. The mean distance is 4268 versts (about 2600 miles), which represents about 280 days' walking. The time necessary to reach the more distant Governments is one year, two months and a half.

POLITICAL.

—Vallandigham, who, along with Hampton, Forrest, *et omne, id genus* runs the Democratic machine, made a speech in Coventry, on the 6th of July, 1861, just before the battle of Bull Run, in which he uttered the following sentiment:—Then, sir, I am not a Southern man, either. Although in this most unholy and unconstitutional crusade against the South, in the midst of the insurrection and murder to which she has been subject, and with which she is still threatened—with the torch of the incendiary and the dagger of the assassin suspended over her—my most cordial sympathies are wholly with her.

—They are playing in the South German Provincial theatres a farce entitled, "Andrew Johnson, or the President in Hot Water." Senators Ross, Fowler, and Henderson appear on the stage, each carrying a big bag, supposed to contain gold; on opening them the Senators find that the bags are filled with leaden bullets. Ben. Butler and A. J. have a violent altercation in the course of the play, and the *denouement* is the Goddess of Liberty scourging the whole crowd from the stage.

—A correspondent writes from Rensselaer, Jasper county, Indiana, that the Copperheads of that region are circulating a burlesque life of Grant, written in vulgar language, and illustrated with obscene pictures. The effect is to disgust all decent people of whatever party. The Grant and Colfax Club is prospering nobly, and will accomplish a good work.

—The Mobile *Tribune* has this:—

Friends—fellow citizens of Mobile—comrades of the Queen City of the Gulf! Let us make one more effort in behalf of our rights and our liberties. If we are successful in the approaching contest, we shall regain all we lost in the "Lost Cause."

—The Chicago *Post* has the following:—"When Seymour feels the cold wind of the 3d of November blowing upon him, he will exclaim as he exclaimed to Lincoln during the war—"Stop the draft!"

—The Chicago *Times* most truly says:—"If Democrats vote as they fought, they will vote for Seymour, against the infamy of reconstruction, and against Grant." Never spoke the *Times* more truly or more honestly!

—Some of the seditious Southerners declare if Seymour is not elected they will leave the country. That is one of the strongest arguments for the election of Grant.

—Son! The Rebel who deprived you of a father will vote for Seymour and Blair. Father! The Rebel who deprived you of a son will vote for Seymour and Blair. Will you vote with them?

—Frank Blair to the crowd at Omaha:—"Fel'r ci'zens! I f'ee don anythin' 't displease yer, 'raign me fore 'er b-b-bar!"

—The Fort Wayne (Ind.) *Gazette* announces that General James B. Steedman repudiates Seymour and Blair.

—The trouble with Wade Hampton is that Grant gave him his parole, but in doing so took from him his pay-roll.

—General Grant crushed the Rebellion. The present political contest is the endeavor of the Rebellion to crush him.

—The Democrats declare that Grant won't run well. He does not in war, but he will in peace.

—The Tennessee Legislature adopted a resolution yesterday, in honor of the memory of Thaddeus Stevens.

—The Milwaukee *Sentinel*, having described a "grand Democratic ratification meeting" of that city, concludes with the following:—"As a speculation by the proprietors of the bar at the Rink, it was a success; as a funeral it was doubtful, and as a ratification it was a fizzle."

—The canvass in South Carolina grows warm. Among the persons now on the stump are Wade Hampton, Howell Cobb, Governor Vance, Governor B. F. Perry, the Hon. J. B. Campbell, and General M. C. Butler. What a corruscation of Democratic eloquence!

MISCELLANEOUS ITEMS.

—Paris ladies snuff.

—Boucicault's last is called "After Dark."

—It cost $12,000 to kill the *Public Spirit Magazine*.

—The grape crop along Lake Erie never looked better.

—Bayard Taylor is coming home to his parents' golden wedding.

—The brunettes receive the palm of beauty at Saratoga this season.

—"Diptizement" is the Connecticut name for a baptismal ceremony.

—The Madison, Wisconsin, ladies indignantly deny that they drink lager.

—The Paris Conservatory has let forty-five new pianists loose upon the world.

—A man of weight died recently in Kentucky—he was a five hundred pounder.

—Kirby Smith is to teach the young idea to shoot at a military academy in Kentucky.

—Croquet matches between the different hotels are a feature of Cape May dissipation.

—A Texas paper accuses the members of the Convention of wearing concealed weapons openly.

—An old gentleman at Saratoga who has been regular in his attendance there for sixty years, claims to have imbibed in that time 500 barrels of Congress water.

—The *Presse* announces that a sabre for the Prince Imperial (aged twelve years and four months) is being manufactured at Sollingen, in Prussia. On one side his name is engraved; the other bears the well-known line of Beranger:—"On pareira de sa gloire."

—An electric organ is now being built in London for Christ Church, Camberwell. The organ is to be placed in a chamber on the south side of the chancel, above the vestry, but the organist will sit on the opposite side, among the choir, some fifty feet distant from the organ.

—A French artist—M. Emile Lafon—who volunteered into the Papal service last year, has commenced a picture of the battle of Mentana, ordered by the Pope, and received the visit of His Holiness in his *atelier*, who expressed his approbation of his work.

—A race has just taken place in the south of France, in the neighborhood of Toulouse, between two young men, the one riding a horse and the other propelling a velocipede. The distance traversed, seventy-two kilometres (forty-five miles), was accomplished by the animal in six hours, and by the machine in six hours and twenty-five minutes. The latter travelled under very unfavorable conditions, having to contend against a strong head wind.

—On the 16th of June Pius IX. commenced the twenty-third year of his Pontifical reign. Since St. Peter, to whom history assigns twenty-five years, there have been but three Popes out of 253 who have lived to commence or to finish their twenty-third year of government. They are—Adrian I, the Pope of Charlemagne; Pius VI, the Pope of the Directory; and Pius VII, the Pope of Napoleon I. Pius IX will be the fourth. If he lives until June 16, 1869, he will stand alone with Pius VI; if he lives until June 16, 1870, he will be matched only by St. Peter. But if he survives June 16, 1871, he will have outdone not only all preceding Popes, but St. Peter himself.

—The herring and cod fishery on the coasts of Norway have not been so productive this year as usual in consequence of storms. The take promised well during the early part of the year, but on the 31st March a terrible storm came on and destroyed two hundred boats and a considerable quantity of material, beside causing the death of sixty men. Bad weather has since prevailed, and the hauls have not been satisfactory. The experiments begun in 1865 with larger nets have been successfully continued, as 40,000 codfish have been frequently taken at one draught; and now there is a question of employing the electric light as an attraction.

RAILROAD LINES.

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

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

SUMMER ARRANGEMENT—ELEVEN DAILY TRAINS—On and after MONDAY, May 25, 1868, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), as follows:—

At 6:45 A. M.—Accommodation for Fort Washington.

At 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Susquehanna Railroads for Easton, Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys, also in connection with Lehigh and Mahanoy Railroad for Mahanoy City; and with Catawissa Railroad for Rupert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 12:05 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley Train (passing Bethlehem at 11:25 A. M. for Easton, and points on New Jersey Central Railroad to New York.

At 8:45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro' and Hatsville, by this train take Stage at Old York Road.

At 10:20 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 1:45 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Shenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 2:25 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.

At 3:15 P. M.—Lehigh and Susquehanna Express for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown, and for Summeytown to North Wales.

At 4:15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro and Hartsville take stage at Abington for New Hope at Doylestown.

At 5:00 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehanna Evening Train for Easton, Allentown, Mauch Chunk.

At 6:20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11:30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9:00 and 11:05 A. M., 2:00 and 8:20 P. M.

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

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

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

From Lansdale at 7:30 A. M.

From Fort Washington at 9:30, 10:45 A. M. and 4 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:00 P. M.

Doylestown for Philadelphia at 7:00 A. M.

Bethlehem for Philadelphia at 4:30 P. M.

Fifth and Sixth Streets Passenger Cars convey passengers to and from the depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.

Tickets sold and Baggage checked through to principal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 13, 1868, Trains will leave as follows:—

Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7:15 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:30 P. M., 7 P. M., 11 P. M.

Leave West Chester for Philadelphia, from Depot on east Market street, at 5:15 A. M., 7:15 A. M., 7:30 A. M., 10:45 A. M., 1:55 P. M., 4:20 P. M., 6:55 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5:30 P. M.

Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:30 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7:15 A. M. and going West will take train leaving Philadelphia at 4:30 P. M., and transfer at B. C. Junction.

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

ON SUNDAYS,

Leave Philadelphia at 8:00 A. M. and 2:00 P. M.

Leave West Chester at 7:45 A. M. and 5:00 P. M.

Trains leaving Philadelphia at 7:15 A. M. and 4:30 P. M., and leaving West Chester at 7:30 A. M. and 4:30 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will in no 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. 4 1m

FOR 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 7:15 P. M.

4:00 P. M., Fast Express, due at 9:05 P. M.

RETURNING LEAVE CAPE ISLAND.

6:30 A. M., Morning Mail, due at 9:15 A. M.

9:00 A. M., Fast Express, due at 12:07 P. M.

5:00 P. M., Cape May Express, due at 8:22 P. M.

Sunday Mail and Passenger train leaves Philadelphia at 7:15 A. M. Returning leaves Cape Island at 5:00 P. M. Excursion Tickets, $5.

Cape May Freight Trains leave Camden daily at 9:30 A. M., and Cape Island at 6:45 A. M.

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

Annual Tickets, $100; Quarterly Tickets, $30, 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.

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vineland, and intermediate stations, at 8:30 A. M. and 3:30 P. M.

For Cape May, 9:00 A. M., 3:15 P. M., and 4 P. M.

Woodbury Accommodation train at 6:00 P. M.

Bridgeton and Salem Freight Train leaves Camden daily, at 12 (noon).

Commutation Checks between Philadelphia and all stations at reduced rates.

WILLIAM J. SEWELL, Superintendent.

July 2, 1868.

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

At 7:15 A. M. and 4:30 P. M., and leave Rising Sun at 7:15 A. M. and Oxford at 8 A. M., and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Cars attached, will run on TUESDAYS and FRIDAYS, leaving the Rising Sun at 11:05 A. M.; Oxford, 11:35 A. M.; and Kennett, 12 M.; connecting at West Chester Junction with a train for Philadelphia.

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2:30 P. M.; runs through to Oxford.

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

The train leaving Philadelphia at 4:30 P. M. runs to Rising Sun, Maryland.

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

HENRY WOOD, General Superintendent.

THROUGH LINE BETWEEN WASHINGTON AND PHILADELPHIA, AND NEW YORK.

Trains between Washington and New York are now run as follows, viz.:—

FOR NEW YORK, without change of cars,

Leave daily (except Sunday) at 7:45 A. M., 12:30 and 7 P. M.

FOR 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. only.

SLEEPING CARS for New York on 7 P. M. train daily.

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

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

J. L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent.

2 25 GEO. S. KOONTZ, Agent, Washington.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, 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 consigned to the above named points.

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

ELLIS CLARK, Agent. [7 24]

THE ADAMS EXPRESS COMPANY, OFFICE No. 920 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.

JOHN BINGHAM, Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1868, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATIONS.—At 7:00 A. M. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6:20 P. M., arriving in Philadelphia at 9:15 P. M.

MORNING EXPRESS.—At 8:15 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:00 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. connects with the Lebanon Valley train for Harrisburg, etc.; at Fort Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Hagerstown, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 6:45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:05 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

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

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

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:25 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M., connecting at Reading with Afternoon 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 o'clock 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 8:00 A. M., and Philadelphia at 3:15 P. M.; leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.—Passengers for Downingtown and intermediate points leave the 7:20 A. M., 12:45 and 4:20 P. M. trains from Philadelphia, returning from Downingtown at 6:20 A. M., 1:00, and 5:45 P. M.

PERKIOMEN RAILROAD.—Passengers for Collegeville take 7:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Collegeville at 8:27 A. M. and 1:45 P. M. Stage lines for various points to Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5:00 and 7:00 P. M., passing Reading at 1 A. M., 1:10 and 12:10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 3 and 5:35 A. M., 9:25 P. M., passing Reading at 4:40 and 7:36 A. M., and 11:40 P. M., arriving at New York, 10:40 and 11:45 A. M., and 8:00 P. M. Sleeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:00 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6:45, 11:30 A. M., and 6:10 P. M., returning from Tamaqua at 8:35 A. M. and 2:15 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Auburn at 7:35 A. M. for Pine Grove and Harrisburg, and at 12:15 P. M. for Pine Grove and Tremont, returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M., and 6:35 P. M.

TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

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

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

The following tickets are obtainable only at the Office of B. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nichols, General Superintendent, Reading:

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

Mileage Tickets, good for 2000 miles, between all points, at $20 each, for families and firms.

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

Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half 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.

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

Freight Trains leave Philadelphia daily at 3:45 A. M., 12:45 noon, 3:30, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Fort Clinton, and all points beyond.

Mails close at the Philadelphia Post Office for all places on the road and its branches at 8 A. M., and for the principal stations only at 3:15 P. M.

BAGGAGE.—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 253 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

PENNSYLVANIA 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 fifteen minutes before its departure. The Chesnut and Walnut Streets cars run within one square of the depot.

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

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

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

TRAINS LEAVE DEPOT, VIZ:—

Mail Train	8:00 A. M.
Paoli Accommodation, No. 1	10:00 A. M.
Fast Line	12:00 M.
Erie Express	12:00 M.
Paoli Accom., Nos. 2, 3, and 4	1:00, 6:00 and 11:30 P. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:00 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail	11:15 P. M.
Philadelphia Express	11:15 P. M.
Accommodation	11:30 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 o'c P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ:—

Cincinnati Express	3:35 A. M.
Philadelphia Express	7:10 A. M.
Paoli Accommodation, No. 1	8:20 A. M.
Erie Mail	7:10 A. M.
Parkesburg Train	9:10 A. M.
Fast Line	9:35 A. M.
Lancaster Train	12:30 P. M.
Erie Express	3:00 P. M.
Paoli Accommodation, Nos. 2 and 3	3:40 and 7:10 P. M.
Day Express	5:00 P. M.
Harrisburg Accommodation	9:50 P. M.

For further information apply to

JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

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, General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3¼, 4¼, 5, 6¼, 6:10, 7, 8, 9, 10, 11 P. M.

Leave Germantown 6, 7, 7½, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4¼, 5, 6¼, 7, 8, 9, 10, 11 P. M.

The 8:20 Down Train, and 3¼ and 6¼ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 8¼ A. M., 2, 7, 10¼ P. M.

Leave Germantown 8¼ A. M., 1, 6, 9¼ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 8, 8, 10, 12, A. M., 2, 3¼, 5¼, 7, 9 and 11 P. M.

Leave Chestnut Hill 7:10, 8, 9:40, and 11:10 A. M., 1:40, 3:40, 5:40, 6:40, 8:40 and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia 8¼ A. M., 2 and 7 P. M.

Leave Chestnut Hill 7:30 A. M., 12:40, 5:40 and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5½, 6¼, 8:05 and 11½ P. M.

Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 1½, 3, 4½, 6¼, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2:30 and 7:35 P. M.

Leave Norristown 7 A. M., 5:30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5½, 6¼, 8:05, and 11½ P. M.

Leave Manayunk 6:10, 7¾, 8:20, 9¾, and 11¾ A. M., 2, 3¾, 5, 6¾, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2¾ and 7¾ P. M.

Leave Manayunk 7¾ A. M., 6 and 9¾ P. M.

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

GET THE BEST—THE HOLY BIBLE—HARDING'S Editions—Family, Pulpit and Pocket Bible in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families.

WM. W. HARDING, Publisher, 730 CHESNUT Street, below Fourth.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. FROM WALNUT STREET WHARF.

At 5:30 A. M., via Camden and Amboy Accommodation.....$2.25

At 8 A. M., via Camden and Jersey City Express Mail.....3:00

At 2 P. M., via Camden and Amboy Express.....3:00

At 3:30 P. M., via Camden and Jersey City Express.....3:00

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

At 5:30 and 8 A. M., 2 and 3:30 P. M., for Freehold.

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

At 5:30, 8, and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M. for Bordentown, Burlington, Beverly, and Delanco.

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

At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. 2 P. M. for Riverton and 3:30 P. M. for Palmyra.

At 5:30 and 10 A. M., 1, 3, 3, 4:30, 6, and 11:30 P. M. for Fish House.

The 8 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare $3.

At 7 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol.

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

At 7 and 10:15 A. M., 2:30, and 5 P. M. for Schencks and Eddington.

At 7 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 9:30 A. M., 1:30, 6:30, and 12 P. M. New York Express Line, via Jersey City, Fare $4.25.

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

The 9:30 A. M., and 6:30 P. M. Lines will run daily. All others, Sundays exc