## LIFE IN TURKEY.

**Viceregal Extravagance—An Incident in Smyrna—Improvements—The Press.**

The Constantinople correspondent of the Cincinnati *Commercial* writes:—

"It is astonishing to American eyes to see the recklessness with which these Eastern potentates scatter their (or other people's) cash in mere matters of display. This Viceroy, a simple Governor of a vassal province of Turkey, keeps up an establishment of regal splendor. He has with him a small army of guards, and a splendid brass band, all liveried in the most extravagant combination of blue, scarlet, and gold. He cannot go on this expedition of two or three months without having a hundred women along, and of course nearly as many eunuchs to keep them out of mischief. Then he has his carriages and horses with him, and carriages and horses for his numerous ladies. The number of servants, grooms, postilions, and cooks is something appalling. His steamers are always burning coal, and he cannot go from the shore to his yacht in anything less grand than a steam *launde*. All this, when his country is impoverished by taxes and laboring in bankruptcy. The money this man throws away he obtains by a direct tax, in the most oppressive form. Every man, woman, and child in Egypt—the poorest day-laborer, with a gross income of forty cents a day—must pay six dollars in gold, and have the satisfaction of knowing that their ruler is using the proceeds in masquerading about Europe. Verily there be some things that need reform in this world of ours, besides Andrew Johnson.

* * * "A pleasant phase of Turkish life is that experienced by the inhabitants of Smyrna, whence come your figs. Smyrna is a city of 60,000 inhabitants, and it has a large foreign population—English, French, and German—yet these people dare not go five miles out of the city to their summer residences, because of the brigands who rule the country. There are only about ten of these lawless strangers, but they successfully defy all attempts on the part of the Government of that district to put them down, or even to keep them at a reasonable distance from the city. A young man, son of the Dutch consul, was gobbled up by these wild mountaineers within sight of his father's house. He was taken to a safe distance, and then made to write a letter requesting $7500 in gold to be sent out as a ransom for him. The money was paid, and he was received back amid great rejoicings, and the Turkish Governor sent a large detachment of troops to meet him and guard him safely to the city; but no attempt was made to catch the scoundrels. A young Turk was next captured by the robbers; and he being of more modest means, they sent to his father a demand for a ransom of two hundred dollars. The old man raised the money, but was forbidden to send it by the Governor, on the ground that it would be aiding and abetting the robbers. Next morning the father found his son's head at his door.

"Robbers send notes to rich merchants, inviting them to deposit a thousand or two at some specified point within twenty-four hours, or their houses will be burned; and the timid old chaps often honor the draft. One amusing story is told of a certain rich man who did not have an angel of a wife. He received a note demanding a thousand pounds in two days, in default of which the robbers threatened to carry off his wife. It was astonishing to see how solicitous the husband became on a sudden for his wife's health; he felt sure she needed exercise, and urged her constantly to take early morning walks on the hills outside of town. However the robbers appreciated the joke as well as the neighbors, and Mr. B.'s household is still unbroken.

"Energetic despatches from the capital have at length induced the Governor to act with something like vigor, and he has actually caught three of the gang, and has offered a reward of twenty pounds for any well-authenticated robber's head. But this is the bane of Turkey, that the provinces are generally governed by imbeciles, who can do nothing to carry out the laws of the empire save under pressure from the General Government.

"Turkey is a free country to-day, and its laws give the subjects more liberty than is found in many a European realm, if these laws could only be carried out. The problem is, can the Government live in its weakness until the young men, now being well educated, grow up and get into affairs to infuse new life into the decaying old body, by a faithful enforcement of the reformed codes of law? I fear not.

"That the tendency of things is towards improvement is very evident; witness the grand council of state, in which Mohammedans and non-Mohammedans sit together, in utter disregard of the good old principles of the Koran; or the great government scientific school, for which the great barracks of Galata Serai have been refitted, and in which a corps of scientific men from Paris will teach Mohammedan and Christian youth in the same classes. These reforms, small as they appear to you at home, are yet great in their way. As the main barrier against civilization in this land has been the religion of Mohammed, everything that indicates the gradual overthrow of that barrier, points to a rapid growth towards an enlightened civilization. And as the sole question in which the people of this land are divided is one of religion, everything tending to do away with the old bigotry of the dark ages, tends also to strengthen the Government, and to bring the nation upwards in the scale of power. The only question is, can the weak, tottering patient be brought up from his sick bed by the tonics which are now being administered to it? If the powers of Europe continue to support the poor sick man a few years more, he may be able to stand. But if a general European war takes place within these next few years, woe to the sick man.

"That the Reform policy of Turkey is beginning to be felt in the land, may be seen from the failure of the Cretan rebellion. Even Greece has at last withdrawn her aid to the robber bands, who so fondly hoped to have taken possession of the rich fields of the Turkish inhabitants of the island. The families who eagerly fled to Greece, in hope of being fed and cared for during the remainder of their natural life, as refugees from tyranny, find their condition in Greece such that they are eagerly going back to Crete by thousands, that they may reoccupy their farms, and earn their bread in peace once more, for they find it no easier to live without working in Greece than in Crete.

"There are four Turkish, three Armenian, three Greek, two French, one Italian, and one English paper here, all daily, besides several weeklies and monthlies. When any of these chaps do get hold of an American paper they regale their readers for a month afterwards with juicy little bits under the head of 'News from America,' taking the paper right through from beginning to end. When in the regular order of dissection the column 'Crimes and Casualties' comes under the scissors, it is made to last a week, doled out in bits every day as evidence of the shocking bad manners of those Westerners.

"Even here the press are not free from actions of indignant civilians for libel, and the like. A short time since a smart young Armenian wrote for a friend of his a letter exposing some of the private peccadilloes of a wealthy official in a large interior city, the writer receiving £15 for his trouble. The editor of an Armenian newspaper, for a consideration, was induced to insert the communication. Now, wealthy officials who have peccadilloes, do much prefer to keep them private; and our above-mentioned friend was shown up so completely that he sued the editor for libel. Then came upon the scene Turkish law in its beauty. The editor pleaded not guilty, because he was not responsible for communications of other persons; he did not write the article. So he was acquitted, and the smart young man who wrote the piece was hauled up. He pleaded not guilty, because he had a right to privately express his belief, and the crime lay in having published an article which he did not do; and surely he ought not to be punished because another man printed a private letter of his. So he was acquitted; and with a kind of 'got him at last' expression of satisfaction, the lawyers pounced on a luckless job-printing house, where the paper had been printed which contained the obnoxious article, and brought into court the owner, a meek individual, who had been chuckling over the good thing in the contract to print the paper for a week. Upon him they fixed the responsibility, for if he had not had a printing office the article would not have been printed, and in vain he claimed utter innocence, on the ground that it was a mechanical art, and that he could not be held responsible for what other people gave him to print. He was found guilty in a trice, and sent up for twenty days, with a fine of fifteen pounds. Wouldn't some American journalists like to run a paper in this country?"

## A MORMON SERPENT.

**A Description of the Great Monster.**

A correspondent of the *Deseret News*, published in Salt Lake City, tells the marvellous story of a species of monstrous animal in Bear Lake, Utah Territory. He says:—

"The Indians say there is a monster animal which lives in the lake that has captured and carried away Indians while in the lake swimming; but they say that it has not been seen by them for many years—not since the buffalo inhabited the valley. They represent it as being of the serpent kind, but having legs about eighteen inches long, on which it sometimes crawls out of the water a short distance on the shore. They also say it spirts water upwards out of its mouth.

"About three weeks ago Mr. S. M. Johnson, who lives on the east side of the lake at a place called South Eden, was going to the Round Valley settlement, six miles to the south of this place, and when about half way he saw something in the lake which, at the time, he thought to be a drowned person. The road being so little distance from the water's edge he rode to the beach, and as the waves were running pretty high he thought it would soon wash in to shore. In a few minutes two or three feet of some kind of an animal that he had never seen before were raised out of the water. He did not see the body, only the head and what was supposed to be a part of the neck. It had ears or bunches on the side of its head nearly as large as a pint cup. The waves at times would dash over its head, when it would throw water from its mouth or nose. It did not drift landward, but appeared stationary, with the exception of turning its head. Mr. Johnson thought a portion of the body must lie on the bottom of the lake, or it would have drifted with the action of the water. This is Mr. Johnson's version as he told me.

"The next day an animal of a monster kind was seen near the same place by a man and three women, who said it was swimming when they first saw it. They represent it as being very large, and say it swam much faster than a horse could run on land.

"On Sunday last, as N. G. Davis and Allen Davis, of St Charles, and Thomas Slight and J. Collings, of Paris, with six women, were returning from Fish Haven, when about midway from the latter named place to St. Charles their attention was suddenly attracted to a peculiar motion or wave in the water, about three miles distant. The lake was not rough, only a little disturbed by a light wind. Mr. Slight says he distinctly saw the sides of a very large animal that he would suppose to be not less than ninety feet in length. Mr. Davis don't think he (Davis) saw any part of the body, but is positive it must have been not less than forty feet in length, judging by the wave it rolled up on both sides of it as it swam, and the wake it left in the rear. It was going south, and all agreed that it swam with a speed almost incredible to their senses. Mr. Davis says he never saw a locomotive travel faster, and thinks it must have made a mile a minute easy. In a few minutes after the discovery of the first a second one followed in its wake, but seemed to be much smaller, appearing to Mr. Slight about the size of a horse. A larger one followed this, and so on till four larger ones in all, and six small ones had run southward out of sight. One of the larger ones, before disappearing, made a sudden turn to the west a short distance, then back to its former track. At this turn Mr. Slight says he could distinctly see it was of a brownish color. They could judge somewhat of their speed by observing the known distance on the other side of the lake, and all agree that the velocity with which they propelled themselves through the water was astonishing. They represent the waves that rolled up in front and on each side of them as being three feet high from where they stood. This is substantially their statement as they told me. Messrs. Davis and Slight are prominent men, well known in the county, and all of them are reliable persons, whose veracity is undoubted. I have no doubt they would be willing to make affidavits to their statement."

## SECOND ADVENTISTS.

**They Counsel with Each Other at Springfield, Mass.**

The Springfield *Republican* of Monday contains the following:—

"The summer sun smiled benignantly on the opening Sabbath of the Advent camp meeting. There were about 2500 present at the most, and certainly 1800 of these must have been of the faithful. By no means the full complement of tents is yet erected. The number is now 120, which will increase to 300 during the progress of the meeting. Tents of wood and of canvas, square, circular, oblong, and variously roofed, occupied by societies or families, reveal strongly Bible pictures of patriarchal life, and are at a little distance quite picturesque beneath the oaks and pines. The grounds are not as smoothly cleaned as is desirable, however, and there is a good deal of stumbling done over stumps and brush stubble; all of which will be much improved in a day or two.

"Among the localities now or to be represented by tents are Springfield, Chicopee, Chicopee Falls, Westfield, Granby, Athol, Westminster, Worcester, South Worcester, Webster, Westboro', Boston, Lynn, Charlestown, Chelsea, Windsor, Warehouse Point, Hartford, New Hartford, Pleasant Valley, Stonington, Bloomfield, Forrestville, Donaldsonville, Collinsville, Ct.; Concord, Portsmouth, Keene, N. H.; Portland and Corinna, Me.; Providence and Cranston, R. I.; Castleton, Vt.; Rochester, Sandy Hill, Fort Edward, Hebron, Hoosick, and New York city, N. Y.; Oceanport, N. J.; Buchanan, Mich.; St. Louis, Mo.; and Danville P. O.

"In the early forenoon a love feast was held in a less demonstrative and convulsive mood than is sometimes seen, and Rev. Miles Grant's remarks thereafter were quietly earnest. He spoke from Psalm xx. 5, in regard to the banners they hung out in God's name. His first banner would be, 'Behold the Lamb of God;' his second, 'I will come again.' In relation to this, he said the belief that this coming will be soon was gaining ground; he declined to tell the day or hour, but was warranted to say that His return to this planet was almost due, and he didn't feel disgraced in saying it. He illustrated what he meant by his third banner motto, 'The dead shall be raised,' by the assertion that if he should knock a man on the head and kill him and bury him right before the stand, he believed that same man would rise up and confront him at the resurrection; not another body, made like his old one, but the veritable material, simply reconstructed; anything else would be no resurrection, but new creation. It occurs to us that the point is of no special consequence any way, but most theological divisions are on as trivial dogmas. His fourth inscription 'Thy kingdom come,' occasioned a recapitulation of various signs of the times which led him to believe that Christ's second coming was near. It would appear that he expects Him to arrive precisely because of the incompleteness of all things, and by a general destruction of the present unregenerate kingdoms of the world, to prepare the planet to be the inheritance of the meek. His fifth and last doctrinal banner, as he phrased it, was 'No consulting with demons,' that is, with lying spirits, who pretended to be spirits of departed friends. After this he swung out some good 'practical banners,' whose spirit was expressed in the first one, 'Love one another.'

"Rev. J. V. Himes followed up Mr. Grant's words with brief exhortation, and then was singing and much distribution of the sect's papers, and a curious tract tending to prove Louis Napoleon the last of the warrior monarchs, foretold in the eleventh chapter of Daniel.

"In the evening a practical sermon was preached by Rev. J. W. Himes, editor of the *Voice of the West*. He chose his text in Isaiah, 26:3. A large audience was in attendance."

—The Chicago *Tribune* gives a detailed account of building enterprise in that go-ahead city. It is estimated that not less than 8000 buildings will be finished there by the close of the season, at a cost of between $10,000,000 and $12,000,000.



## 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 20, 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 11·55 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 Hartsville, 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 2·35 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 Sumneytown 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 8·30 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 1 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 new 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., 4·50 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., 7·30 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 5·30 P. M.

Trains leaving West Chester at 7·30 A. M., and leaving Philadelphia at 4·50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 7·15 A. M., and going West will take train leaving Philadelphia at 4·50 P. M., and transfer at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and 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 4·50 P. M., and leaving West Chester at 7·30 A. M. and 4·50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points.

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. 4 10

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 6·55 P. M.

RETURNING LEAVE CAPE ISLAND.

6·30 A. M., Morning Mail, due at 10·06 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 5·10 P. M. Excursion Tickets, $3.

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

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

Annual Tickets, $100; Quarterly Tickets, $50, for sale at the office of the Company in Camden, N. J.

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

WEST JERSEY RAILROAD LINES.

For Bridgeton, Salem, Millville, Vineland, and intermediate stations, at 8·00 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 4·50 P. M., and leave Rising Sun at 5·15 A. M. and Oxford at 6 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, 11·45 A. M.; and Kennett, 1 P. 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 4·50 P. M. runs to Rising Sun, Maryland.

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

4 10

THROUGH LINE BETWEEN WASHINGTON PHILADELPHIA, AND NEW YORK. Trains between Washington and New York are now run as follows, viz.:—

FOR NEW YORK, without change of cars.

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

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. [7 2] ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 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.

1 27†] 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 7·30 A. M. for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 6·30 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 7·30 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 Port 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, Pinegrove, 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 10·15 A. M.

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

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 8·45 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 12·45 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 take the 7·30 A. M., 12·45 and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 6·30 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 1·49 P. M. Stage lines for various points in 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 8·00 P. M., passing Reading at 1 A. M., 1·50 and 10·10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Pennsylvania Express from Pittsburg, at 3 and 5·25 A. M., 9·35 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 8·10 A. M. and 2·05 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 6·40 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 7·55 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.

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 S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicholls, General Superintendent, Reading.

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

Mileage Tickets, good for 2000 miles, between all points, at $52·50 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 4·35 A. M., 12·45 noon, 5·00, and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, 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 principal stations only at 2·15 P. M.

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

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 thirty 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 | 10·30 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 5·00 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

| | |
|---|---|
| Cincinnati Express | 1·35 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 | 5·00 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, 4 29 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, 3½, 4, 5, 5½, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 Down Train, and 3½ and 5½ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9¼ A. M., 2, 7, 10½ P. M.
Leave Germantown 8¼ A. M., 1, 6, 9¾ P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12, A. M., 2, 3½, 5¾, 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 9¼ A. M., 2 and 7 P. M.
Leave Chestnut Hill 7·50 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 7·15 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, 7½, 8·20, 9½, and 11½ A. M., 2, 3½, 5, 6¾, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7¼ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ 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 Bibles in beautiful styles of Turkey Morocco and antique bindings. A new edition, arranged for photographic portraits of families.

WM. W. HARDING, Publisher, No. 326 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, 4·30, 6, and 11·30 P. M. for Fish House.

The 1 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, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, via Connecting Railway.

At 9·30 A. M., 1·30, 6·30, and 12 P. M. New York Express Lines, via Jersey City, Fare $3·25.

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

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

At 9·30 A. M., 1·30, 6·30, and 12 P. M. for Trenton.

At 9·30 A. M., 6·30 and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chesnut street, 30 minutes before departure. 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.

BELVIDERE DELAWARE RAILROAD LINES. From Kensington Depot.

At 7·00 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7·00 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Stations.

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS, From Market St. Ferry (upper side.)

At 8 A. M., 1, 4, and 6·15 P. M., for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 1 and 4 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage 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, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffalo, Niagara Falls, and Suspension Bridge.

An additional Ticket Office is located at No. 828 Chesnut 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., 1 and 4 P. M., and 12 night via Jersey City and Camden; at 6·30 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadelphia.

From Pier No. 1 North River at 5·30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden. WILLIAM H. GATZMER, 6 15 Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TIME TABLE. commencing MONDAY, April 13, 1868. Trains will leave Depot corner of BROAD Street and WASHINGTON Avenue as follows:—

Way-Mail Train at 8·30 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisfield 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 3·30 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·00 P. M. (Daily) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Crisfield will take the 11·00 P. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave 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 intermediate stations.

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

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7·25 A. M., Way-Mail; 9·40 A. M., Express; 2·25 P. M., Express; 6·35 P. M., Express; 8·55 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 8·55 P. M., stopping at Havre-de-Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through tickets to all points West, South, Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company.

4 8 H. F. KENNEY, Superintendent.

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

SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 4, trains will leave VINE Street Ferry as follows:—

| | |
|---|---|
| Special Excursion | 6·15 A. M. |
| Mail | 7·30 A. M. |
| Freight, with passenger car attached | 9·15 A. M. |
| Express (through in two hours) | 2·00 P. M. |
| Atlantic Accommodation | 4·15 P. M. |

Returning, leave Atlantic.

| | |
|---|---|
| Special Excursion | 5·18 P. M. |
| Mail | 4·20 P. M. |
| Freight, with passenger car | 11·40 A. M. |
| Express (through in two hours) | 7·10 A. M. |
| Accommodation | 5·50 A. M. |

| | |
|---|---|
| Junction Accommodation to Atco and intermediate stations, leaves Vine street | 5·30 P. M. |
| Returning, leaves Atco | 6·25 A. M. |

Haddonfield Accommodation Train leaves

| | |
|---|---|
| Vine street | 10·15 A. M. and 2·00 P. M. |
| Leave Haddonfield | 1·00 P. M. and 3·15 P. M. |

Sunday Mail Train to Atlantic,

| | |
|---|---|
| Leaves Vine street | 7·30 A. M. |
| Leaves Atlantic | 4·20 P. M. |

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

The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 625 CHESNUT Street.

7 3 D. H. MUNDY, Agent.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania. ELEGANT SLEEPING CARS on all Night Trains. On and after MONDAY, May 11, 1868, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

| | | |
|---|---|---|
| Mail Train | leaves Philadelphia | 11·15 A. M. |
| " " | leaves Williamsport | 8·20 P. M. |
| " " | arrives at Erie | 8·50 P. M. |
| Erie Express | leaves Philadelphia | 12·00 noon |
| " " | leaves Williamsport | 8·50 P. M. |
| " " | arrives at Erie | 10·05 A. M. |
| Elmira Mail | leaves Philadelphia | 8·00 A. M. |
| " " | leaves Williamsport | 6·28 P. M. |
| " " | arrives at Lock Haven | 7·45 P. M. |

EASTWARD.

| | | |
|---|---|---|
| Mail Train | leaves Erie | 11·00 A. M. |
| " " | leaves Williamsport | 10·15 P. M. |
| " " | arrives at Philadelphia | 7·10 A. M. |
| Erie Express | leaves Erie | 7·40 P. M. |
| " " | leaves Williamsport | 8·15 A. M. |
| " " | arrives at Philadelphia | 5·00 P. M. |

Mail and Express connect with Oil Creek and Allegheny River Railroad. Baggage checked through.

ALFRED L. TYLER, General Superintendent.

## AUCTION SALES.

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street, corner of Bank street, Successors to John B. Myers & Co.

LARGE POSITIVE SALE OF CARPETINGS, 250 PIECES FLOOR OIL CLOTH, ETC.

On Friday Morning,

August 28, at 11 o'clock, on four months' credit, about 200 pieces of ingrain, Venetian, list, hemp, cottage, and rag carpetings; also, 250 pieces oil cloths 8 22 5t

LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC.

On Monday Morning,

August 31, at 10 o'clock, on four months' credit. 8 25 5t

SPECIAL SALE OF FRENCH GOODS.

Included in our sale of Monday next will be found—

Full lines Paris Veil Bareges.
" " Black Bombazines.
" " 6-4 Delaines.
" " 8-4 Mousseline Delaines.
" " Poplins.
" " Poplin Armures.
" " Epinglitue Cloth.
" " Biarritz Cloth.

The above goods are of a well-known make, and of this season's importation, to which the attention of the trade is specially requested. 8 27 2t

LARGE PEREMPTORY SALE OF 1500 CASES BOOTS, SHOES, TRAVELLING BAGS, Etc.

On Tuesday Morning.

September 1, at 10 o'clock, on four months' credit. 8 26 5t

C. D. McCLEES & CO. AUCTIONEERS No. 506 MARKET Street. 1 8

SALE OF 1400 CASES BOOTS, SHOES, BROGANS, BALMORALS, ETC.

On Monday morning,

August 31, commencing at 10 o'clock, we will sell by catalogue, for cash, 1400 cases Men's, Boys' and Youths' Boots, Shoes, Brogans, Balmorals, etc.

Also a superior assortment of Women's, Misses' and Children's City-made Goods. 8 27 3t

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT St., rear entrance from Minor.

NOTICE.—Our Regular Weekly Sales of Household Furniture, etc., at the Auction Rooms, will be held on WEDNESDAY, instead of Monday, as heretofore.

Sale No. 2020 Wallace street.

HANDSOME WALNUT FURNITURE, ROSEWOOD PIANO, MANTLE MIRROR, FIRE-PROOF SAFE, HANDSOME VELVET CARPETS, ETC.

On Tuesday morning,

Sept. 1, at 10 o'clock, at No. 2020 Wallace street, by catalogue, the entire Furniture, comprising rosewood and brocatelle parlor suit; superior walnut chamber furniture; oak dining-room furniture; rosewood piano-forte; French plate mantle mirror; fire-proof chest, by Evans & Watson; handsome velvet and Brussels carpets; refrigerator; cooking utensils, etc.

May be seen early on morning of sale. [8 24 7t

Peremptory Sale at 2212 and 2214 Filbert street.

SIX VALUABLE STEAM ENGINES AND BOILERS.

On Saturday Morning,

Sept. 5th, at 10 o'clock, by catalogue, at 2112 and 2 214 Filbert street, without reserve, six valuable steam engines of the following power: 18, 18, 12, 9, 6 and 4 horse; large portable boilers, three stationary boilers, two portable boilers, smoke stacks, frames, etc.

May be seen at any time. 8 28 4t

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH Street.

Sale at No. 322 North Ninth street.

WALNUT HOUSEHOLD FURNITURE, BRUSSELS AND OTHER CARPETS, FEATHER BEDS, ETC.

On Friday Morning,

August 28, at 10 o'clock by catalogue, the entire household furniture. [8 25 3t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom st.

Sale at No. 1110 Chesnut street.

NEW AND SECOND-HAND HOUSEHOLD FURNITURE, PIANO-FORTES, MIRRORS, CARPETS, PLATED WARE, PARLOR ORGANS, ETC.

On Friday Morning.

Aug. 28, at 9 o'clock, at the Auction Store, No. 1110 Chesnut street, will be sold, a large assortment of superior Furniture, from families declining housekeeping, comprising walnut Parlor Suits, in plush, brocatelle, and hair cloth, Library Suits, walnut Chamber Suits, Sideboards, Wardrobes, Secretary and Bookcases, extension Dining Tables, Silver-plated Ware, Spring and Hair Mattresses, Feather Beds, Velvet, Brussels, and Ingrain Carpets, French Plate Mantel and Pier Mirrors, framed Engravings and Chromos, Vases, China, etc.

ORGANS.—Also, one superior Organ, or Harmonian, suitable for a school or small churches, cost $500.

Also, two Parlor Organs.

PIANO FORTES.—Also, one elegant rosewood Piano-forte, made by Peck, cost $600.

Also, one Cottage Piano-forte. 8 26 2t

FINE GUNS, FISHING RODS, BASE BALLS AND CRICKET IMPLEMENTS, ETC.

Also, will be sold, 4 superior double-barrel fowling pieces; several fine fishing rods; base ball and cricket implements; boxing gloves; dumb bells; gunning apparatus, etc. [1t

Also, 1 superior double-barrel shot gun, breech loading, laminated steel barrels and silver mountings.

LIPPINCOTT, SON & CO., AUCTIONEERS Ashurst Building, No 240 MARKET Street

## RAILROAD LINES.

BALTIMORE AND OHIO RAILROAD.—Trains between WASHINGTON and BALTIMORE and WASHINGTON AND THE WEST are now run as follows, viz.:—

FOR BALTIMORE.

Leave daily, except Sunday, at 7·00, 7·45, and 12·30 P. M., and 2·00, and 4·30 and 8·45 P. M.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 7·00 A. M., and 2·00 and 8·45 P. M.

FOR WAY STATION SOUTH OF ANNAPOLIS JUNCTION.

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

FOR ANNAPOLIS.

Leave at 7·00 A. M. and 4·30 P. M. No trains to or 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., 4·30 and 8·45 P. M.

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

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

Through Tickets to the West can be had at the Washington Station Ticket Office, at all hours in the day, as well as at the new office of the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania avenue, between Sixth and Seventh streets.

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

J. L. WILSON, Master of Transportation.
L. M. COLE, General Ticket Agent.
2 25†] GEORGE S. KOONTZ, Agent, Washington.

FREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Railroads, from Walnut 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, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 2½ P. M.

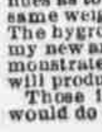
For New York, at 12, 2½, and 5 P. M.

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

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

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

## STOVES, RANGES, ETC.



NOTICE.—THE UNDERSIGNED would call attention of the public to his NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast iron. It is very simple in its construction, and is perfectly air-tight; self cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere.

Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle,

CHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street, Philadelphia.

A large assortment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Ventilators, etc., alway on hand.

N. B.—Jobbing of all kinds promptly done. 5 10



## LEGAL NOTICES.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

In Bankruptcy, at Philadelphia, August 14, 1868.

The undersigned hereby gives notice of his appointment as Assignee of C. M. GRIFFITHS, Z. S. GRIFFITHS, and C. M. GRIFFITHS, Jr., late trading as GRIFFITHS BROTHERS, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, within said District, who have been adjudged Bankrupts, upon their own petition, by the District Court of said District.

JOHN W. PATTON, Assignee, No. 15 South THIRD Street.

To the Creditors of said Bankrupts. 8 13th3t



## COAL.

B. MIDDLETON & CO., DEALERS IN HARLEIGH LEHIGH and EAGLE VEIN COAL. Kept dry under cover. Prepared expressly for family use. Yard, No. 1225 WASHINGTON Avenue. Office No. 514 WALNUT Street. 72