# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, SEPTEMBER 1, 1868.

# WOMEN IN INDIA.

### Theodore Parker Among the "Baboos," " Carieton" writes from Calcutta to the Boston Journol:-

"On- of the most psinful contrasts in the world is that between the condition of woman in America and India. Caste here holds them in is owrelevitug grass with all the concentrated despotism of the ages. Woman cannot rise, because caste holds her down. The immobility the Hindoos, their slowness to feel the tide time, to be moved by the mighty putsations of this century, though in contact with the civilization of England, is comprehended in this one sentence:- 'As our fathers did, so do we.' For twenty-five hundred years they have carried the stone to mill in one end of the meal bag because their fathers did.

To comprehend the condition of the highest classes of Hindoo women, took for a moment at native society-to the Baboos or weathy princes are concated. They speak English as well as Bengali and Hindo-tani. You will find all the new books published in England in their houses. Open the oaily papers of Calcutta and you will read that Babeo Jodoon ath Ghose is to give a ecture on the 'Wants of India,' or that Baboo Doogn Chuen Law offers to give \$25 000 to the Houghly College to establish scholarships, the nominations to remain in the hands of himself and his descendants. The Baboos are exceedingly anxious to have their sons educated, not in Beneau alone, but in English, and all of the high class Hindoos speak the Eoglish language. "A lady who was in one of the Babous' houses to-day said that she noticed, among other volumes on a book shell, such works as Beeton's Universal Knowledge, Euclid, Algebra, Blackstone, Selections of British poets, Cowper's Poem-, Webster's Unabridged Dictionary, Poem-, Webster's Unabridged Dictionary, Irvine's works, Pickwick, and many others,

besides newspapers and magazines. "Education has made great progress among the ratives. There are several new-papers pub-lished in Bengali, which discuss the questions of the nour with ability-with as much vigor of thought as their English contemporaries. In a recent number the Ducca Prokash objected to the plan of founding a university for Bengati vernacular, because suitable books could not be obtained; because the native could not acquire a superior education in an institution where English is not taught; because patives preferred to study English; because the Government was

just now crippled for money. "The discussion of Euglish politics and Eng-lish management in India are intelligible and creditable. I might make this plain by quotations from the Bigyapunee and also the Gra-moarla. These three papers are published in the Bengali language. In Hindostani there is the Ukbar Ann, which has an excellent editorial on traveling-its advantages, showing in connection that the Hindoosstay at home in the women's apar ments when they ought to be abroad, informing their minds by coming in contact with the world. These men, who have thus moved up into the atmosphere of civilization, are beginning to feel that they stand aloue. Their wives are where the women of India have been ever since the joily god Krishna broke the hearts of the milk-mu ds, and turned the whole

female sex to himself. "To comprehend domestic life among the Hindoos, let us take a look at one of their homes. The family is patriarchai. The fainer is the head, his sons bring their wives home, one after another, the women having apartments by them selves. The Hindoo word for the woman's apartment is zenanna. The women of the household mingle treely together, but John never sees the wife of his brother Joseph. S x or eight families and three or four generations are sometimes seen under one root, and when the house becomes thus populous, the head of the household has quite as much as he can attend to in setting family troubles. Think of the life of these women. They are wholly ignorant; they know not a letter of their language. Why should a woman learn to read? What good would come They cannot go upon the street. If they go to visit a neighbor, it must be in a close palaukeen, their faces veiled. They know nothing except family gossip; they cannot do the plainest sewing. The little towheat on the lowest seat of an infant school in America, making patchwork, can use the needle more dettly than most of the wives of these millionaire Baboos. of your tile TOAR who climbs upon your knees for her good might kiss, being affianced in marriage at the age of five, and at tweive being a bride, shut up for the rest of her days with nothing to do-no knitting work, no bed quilts to make, no knowledge of needlework; surrounded with books, yet not knowing a letter; her room a blank wall; her daily duties for the remainder of his being the performance of daily paojas-a worship of little brass or stone image in the form of a monkey, or a figure with six arms and four faces; hanging flowers round its neck, sprink-ling it with water, bowing before it, walking round it, talking to it as little girls talk to their dolls; lighting little wax tapers; nothing but this, except to dandle her children, bring food to the husband, and eat her own, and rearrange the fold of cloth which answers for a garment; doing this and sleeping the rest of the time, from morning till night, from night till morn-ing, through the twenty-four hours, the weeks, the months, the years, from childhood to old age! Such is the daily unvarying life of the Hindoo women of the upper class. "The Baboos, who read Shakespeare, who know what is going on in America even to the rappings of the spirits, who will discuss the Theism of Theodore Parker with you, are beginning to feel that there is an awkward gap in their system o life. The Hindoo upper classes are too intellectual to be growsly sensual. Baboos repudiate Brigham Young. They are not polygamists—are fond of their wives, treat them with respect, and love their children, especially if there are sons. But there is no Eve in their paradise. They come home from the counting-house when their day's work is done, read a play from Shakespeare or an article from *Blackwood*, or Long ellow's last poem, and then comes the painful reflection that the wife, so far as all this is concerned, is an idiot.

me and signal to the engineer; for I well knew that if H. should become aware of my perilous situation he would stop the train and take me off. My fears were groundless. The strong glare of the headlight directly over me made my The strong position, by contrast, almost invisible to any one in front.

"Passing the last crossing with a rush and a roar, we sped on through the subaros, and in o the open country. The city lights disappeared one by one in the distance, and we were fairly on our way. It was a wild night. The light of the moon struggled with difficulty through the dark clouds which were driven before a strong wind from the southwest. Now and then au opening would illumine the landscape with a sudden burst of silvery light, to be immediately followed by almost total darkness as the heavy cumuli rolled up in masses of inky blackness, The cone of light from the dazzling iens above me would then cut the darkness in its onward rush with startling clearness. Now flashing up the rocky sides of some mountain gorge, illu-minating rock, free and shrab with almost daylight distinctness; mon losing itself in the sur-rounding darkness as we emerged into the open country beyond; then shooting along the rails ahead, making them look like glistening threads until they disappeared in the darkness beyond. "Mile after mile we sped along. I had become somewhat used to my strange position, but it required constant attention to prevent my fee from slipping from the lower bar of the frame on which I was standing. At best I had but a partial loothold, and the constant jar of the engine on the short curves would almost throw me off. In passing through the S. mountains the road was very rough and crooked. The ponderous engine bounded along with now and then a sudden side lurch in its seemingly mad effort to plunge into the black chasms which yawned on every side. In one of these suddin movements the buckle of my strap broke, and I was only saved from instant death by wedging my hands between the bars of the cow-catcher and clasping them underneath. I must hold on now for dear life. Once I opened my mouth to scream, in the hope that H. would hear me. A second thought convinced me of the utter uselessness of attempting to make my voice heard at that distance above the roar of the engine. Even when standing on the 'iout board' it was with difficulty that we could hear each other. My only hope was that my stiffening fingers would hold on for the remaining ten miles. An occasional gligpse of the country showed me that we had gone two-thirds of our distance, and had also most fortunately passed the roughest points. Twenty minutes more and I should be rate.

We have now passed the mountains, and the road became straighter and smoother. As we emerged from the tunnel on the spor of the mountains, I caught signt, far down the line, of the beadlight of the C. express. The road is there perfectly straight for three miles, and I had an unobstructed view. Brighter and brighter grew the headlight till it seemed to glare with demoniac fierceness. Although I knew there was no danger, yet the sight of that ponderous creature thundering to wards me, sent through me a momentary thrill of horror, and I involun-tarily clung closer and closed my eyes as the train rushed past. A long whistle from our own engine announced our approach to L's, and I assure you it was music to my cars. I could not have held on fifteen minutes longer. As the train stopped, I unclasped my benumbed fingers and stepped to the ground, but could not walk three steps, my legs were so stiff from being so long in a cramped position. At last 1 reached the side of the road and sat down. The moon bad long been obscured, and a few heavy drops betokened the coming storm."

# DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO. N. E. Corner of FOURTH and RACE Sts., PHILADELPHIA,

# WHOLESALE DRUGGISTS.

IMPORTERS AND MANUFACTURERS OF

White Lead and Colored Paints, Putty, P.

## **RAILROAD LINES.**

NORTH PENNSYLVANIA RAILBOAD.--direct line to Beihlehem, Easton, Allento vn, Mauch Chunz, Hazleton, White Haven, Wikcebarce, Ma hanoy City, Mount Carmel, Pittston, Scranton, Carbon-dale, and all the points in the Lehigh and Wyoming Coal Region.

Cosi Region. Passenger Depot in Philadelphia, N. W. corner of BERRS and AMERICAN streets. SUMMER ARRANGEMENT-ELEVEN DAILY TRAINS-On and after MONDAY, May 20, 1863. Passenger Trains leave the New Depot, corner of BERRS and AMERICAN streets, daily (Sundays ex-conted) as follows:-At 5'45 A. M.-Accommodation for Fort Wash-

BERKS and AMERICAN streets, daily (Sundays of copied) as follows: At 545 A. M.-Accommodation for Fort Washington.
 At 745 A. M.-Morning Express for Bethlehem and Principal Stations on North Pennsylvania scaliroad, connecting at Bethlehem with Lehigh Valley and Lehigh and Busquehanna Bailroads for Easton, Altentown, Catasanqua, Slatington, Massch Chunk Weatherly, Jeanewflie, Hasleton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming Valleys, also in connection with Lehigh and Mahanoy Railroad for Mananoy City; and Will and Williamsport Arrive at Manch Chunk at the Catage and Williamsport Arrive at Manch Chunk at the State of Rupert, Daoville Milton, and Williamsport Arrive at Manch Chunk at the State of Rupert, Daoville Milton, and Williamsport Arrive at Manch Chunk at the State of Rupert, Daoville Milton, and Williamsport Arrive at Manch Chunk at the State of the State of State of

At 11:30 P. M. - Accommodation for Fort Washing-ton. 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 connec-tion with Lebigh Valley and Lebigh and Susquehanna trains from Easton, Scrankon, Wilkesbarre, Mahony City, and Hazleton.

City, and Hasleton. Passengers leaving Wilkesbarre at 1.45 P. M. con-nect at Bethlehem at 605 P. M., and arrive in Phila-delphia at 830 P. M.

Prom Doylestown at 8'25 A. M., 5'00 and 7'00 P. M. From Lonsdale at 7'80 A. M. From Fort Washington at 9'30, 10'45 A. M. and '1 P. M.

P. M. ON SUNDAYS. Philadelphia for Betklehem at 930 A. M. Philadelphia for Betklehem at 930 A. M. Philadelphia for Doylestown at 2500 P. M. Doylestown for Philadelphia at 7500 A. M. Bethlehem for Philadelphia at 450 P. M. Fith and Sixth Strests Passenger Cars convey pa sengers to and from the new depot. While Cars of Second and Third Streets Line and Union Line run within a short distance of the depot.

depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare. Tickets sold and Baggage checked through to prin cipal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA RAILROAD.-SUMMER ARKANGEMENT, -On and after MONDAY, April 18, 1885, Trains will

VY RALLEOAD.-SCHMERK ARKANGLARMENT,
 -OD SHO AGTER MONDAY, April 18, 1868, Trains will leave as follows: Leave Philadelphis from the Depot, THIRTY,
 FIRKT and CHEENUT Streets, 715 A. M., 11 A.
 M., 250 P. M., 415 P. M., 450 P. M., 7 P. M., 11 P. M.
 Leave West Chester for Philadelphia, from Depot on east Market street, at 615 A. M., 715 A. M., 726
 A. M., 1046 A. M., 156 P. M., 470 P. M., 656 P. M.
 On and after Monday, Jane 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 530 P. M.,
 Trains leaving West Chester at 730 A. M., and leaving Philadelphia at 450 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, yoing East, will take train leaving West Chester at 710 A. M., and going West, will take train leaving Philadelphia at 450 P. M., and transfer at E. C. Junction.

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

Arival. ON SUNDAYS, Leave Philadelphia at 800 A. M. and 200 P. M. Leave West Chester at 741 A. M. and 500 P. M. Trains leaving Philadelphia at 745 A. M. and 456 P. M., and leaving West Chester at 730 A. M. and 56 P. M., connect at B. C. Junction with Trains on b C. R. R., for Oxford and intermediate points. Passengers are allowed to take Wearing Apparel assengers are allowed to take Wearing Apparel y, as Baggage, and the Company will not in any a be responsible for an amount exceeding one dred dollars unless a special contract is made for some. HENRY WOOD, General Sup't, diadelphis, April 1st, 1888. 410 OR CAPE MAY VIA WEST JERSEY RAIL. a for and checked at residences by the Union safer Company WEST JERSEY RAILROAD LINES. or Bridgeton, safen, Milvile, Viuesand, and in-hed ate stations. st 8'00 A. M. and 3 50 P. M. or Cape May, 9'00 A. M. and 3 15 F. M.; ocdoury Accommodation train at 6'00 P. M. idgeton and Salem Freight Train leaves Camden v. at 12 (noon ) 12 (noon ) mutation Checks between Philadelphia and all

## **BAILBOAD LINES.**

READING BAILBOAD.-GREAT TRUNK READING RAILROAD.-GREAT TRONK V LINE from Philadeiphis to the Interfor of Pennsylvania, the Schuyikil, Suequehanna, Cum-berlaod, and Wyoning Valleys, the North, North-west, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 3, 1963, leaving the Company's Depot, Thirteenth and Callowhill streets Philadelphia, at the following hours:-MORNING ACCOMMODATIONS.-At 730 A. M. for Reading and all intermediate stations, and Allen town.

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MORALING ACCOMMODIATIONS.-At Twy A. M. for Reading and all intermediate stations, and Allen town.
 Returning, leaves Reading at 650 P. M., arriving in Philadelphia at 915 P. M.
 MORNING EXPRESS.-At 615 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Subbury, Williamsport, Eludra Bochester, Niagara Falls, Bidhalo, Willaemare, Pittaton, York, Carliele, Chambersburg, Hagerstown, etc.
 The 730 train connects at Reading with the East Pennsylvania Railroad trains for Allentown, etc., as Dott Clinton with Catawinsa Railroad trains for Allentown, etc., as the 730 train connects with the Lebanon Valley train for Harrisburg, with Sorthern Central, Cumberland trains for Williamsport, Lock Haven, Eamira, etc.; at Harrisburg with Northern Central, Cumberland Valley, and Schnylkill and Songuehanne trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
 AFTERNOON KXPRESS. - Leaves Philadelphia at 370 F. M. in Reading and Coumbia Railroad trains for Columbia, etc.
 POTTENTOWN AXPRESS. - Leaves Philadelphia at 350 F. M. in Reading and Coumbia Railroad trains for Columbia, etc.
 POTTENTOWN AXCOMMODATION.-Leaves Pottstown at 645 A. M., stopping at intermediato stationary arrives in Philadelphia 4 505 A. M., Returning leaves Philadelphis at 4 30 P. M.; arrives in Pottstown at 649 P. M.

READING ACCOMMONATION-Leaves Reading

P. M. RFADING ACCOMMONATION-Leaves Reading at 7 80 A. M., stopping at all way stations: arrives in Philadelphin at 10 15 A. M. Returning, leaves Philadelphin at 5'15 P. M.; arrives in Reading at 8'05 P. M. Trains for Philadelphin leave Harrisburg at 8'10 A. M., and Pottsville at 8'40 A. M., arriving in Philadel-phila at 1 P. M. Alternoon trains leave Harrisburg at 2'05 P. M. and Pottsville at 2'45 P. M.; arriving at Philadelphia at 6'45 P. M. Harrisburg accommentation leaves Reading at 7'15 A. M., and Barrisburg at 4'10 P. M. Connecting at Reading with Atternoon Accommodation south at 6'20 P. M., arriving in Philadelphila at 5'15 P. M. Markestrain, with a Passenger car attached, leaves Philadelphia ti 2'45 con for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphis and all other Way Stations All the above trains rou daily, Sundays excepted. Sunday trains leave rotaville at 8'00 A. M., and Philadelphia is 15 P. M.; Sundays excepted. Sunday trains leave rotaville at 8'00 A. M., and Philadelphia is 15 P. M.; Sundays excepted. Sunday trains leave rotaville at 8'00 A. M., and Philadelphia st 5'15 P. M.; Barse Philadelphia for Reading at 8'00 A. M., returning from Reading at 4'20 P. M. UHESTER VALLEY RAILBOAD.-Fassengers

Philadelphia sizis P. M.; leave Polisoiphis for Reading at 8:80 A. M., returning from Reading at 4:25 P. M.
 UHESTER VALLEY RAILHOAD.-Passengers for Lownin glown and Intero ediate points take the 7:30 A. M., 12:36 and 4:30 P. M. trains from Philadel-phis, returning from Downingtown at 6:30 A. M., 1:90, and 5:45 P. M.
 FERKIOMEN RAILROAD.-Passengers for Col-legeville take 7:50 A. M. and 4:30 P. M. trains from Philadelphis, returning from Collegeville at 8:37 A. M. and 1:49 P. M. SLASE these for various points in Per-kiomen Valley connect with trains at Collegeville. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.-Leaves New York at 9:A. M., 5:00 and 5:00 P. M., passing Reading at 1:A. M., 1:80 and 10:10 P. M., and connect at Harrisburg with Pennsylvania and Northern CentralRaintad Express Trains for Pitta-burg, Chicago, William vort, Elimira, Battamore, etc. Returning, Express Tesin leaves Harrisburg, at 8 and 5:25 A. M., 9:55 P. M., passing Reading at 1:A M., 1:80 and 10'10 P. M. and connect with Pennsylvania and Northern CentralRaintad Express Trains for Pitta-burg, Chicago, William vort, Elimira, Battamore, etc. Returning, Express Tesin leaves Harrisburg, at 8 and 6:25 A. M., 9:56 P. M., passing Reading at 4:49 and 7:66 A. M., and 11:40 P. M., arriving at New York, 10:16 and 11:45 A. M. at 6:500 P. M., Sceping Cars secom-panying these trains through between Jersey Oity and Pittaburg, 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 RAH.ROAD.-Trains leave Pottsville at 6:45 1:50 A. M., and 6:40 P. M., re-turning from Tamaques at 8:55 A. M. and 2:15 and 4:35 P. M. BCHUYLKILL AND SUSQUEHANNA BAIL-

P. M. SCHUYLKILL AND SUSQUEHANNA BAIL-SCHUYLKILL AND SUSQUEHANNA BAIL-ROAD,-Trains leave Auburn at 755 A, M. for Pine-

ROAD,-Trains leave Auburn at 7:55 A. M. for Pine-grove and Harrisburg, and at 12:15 P. M. for Pine-grove and Tremont; returning from Harrisburg at 3:20 P. M., and from Tremont at 7:50 A. M., and 5:35

8:20 P. M., and from fremous at the state of the state P. M., TiCKETS.—Through first-class tickets and emi-grant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphis to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pointsown Accommodation Trains, at reduced rates.

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

by Reading and Pottstown Accommodation Trains at reduced rates. The to, lowing tickets are obtainable only at the Office of S. Braotord, Treasurer, No. 237 S. Fourth street, Philadephia, or 6, A. Nicholis, General Super-Intendent, Reading. Commutation Ticket at 25 per cent. discount, he-tween any points desired, for families and drma. Mileage Tickets, good for 2000 miles, between al points, at 5250 each, for families and drma. Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates.

months, for holders only, to all points at reduced Ciergymen residing on the line of the road will be furnished with cards, entiting themselves and wives to tickets at hall fare. Excursion lickets from Philadelphis to principal stations, good for Sate day, Sunday, and Mooday, at reduced are, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FRAIGHT.-Goods of all descriptions forwarded to all the above points hom the Company's New Freight Depot, Broad and Willow streets. Freight Trains leave Philadelphis daily at 4'35 A. M. 12'45 noon. 3'0, and 6 P. M., for Reading, Lebandu,

 
 Bild
 WILLIAM H. GATZMER, Agent,

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 Agent,

 L HILADELPHIA, WILMINGTON AND BAL
 TIMORE BAILEOAD.

 L TIMORE BAILEOAD.
 TIME TABLE,

 commonstrong MONDAY, April 13, 1568. Trains will leave Depot corner of BLOAD Street and WASH-ity TON Avenue as follows: Way-Mail Train at 8:30 A. M. (Sundays excepted) for Baitmore, stopping at all Regular Stations, con-becting with Delaware Rairoad at Wilmington for Crisseld and Intermediate Stations.

 Express Train at 12 of M. (Sundays excepted) for Baitmore and Washington, stopping at Wilmington.
 Express Train at 12 to M. (Sundays excepted) for Bailmore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wil-mington with train for New Chasle. Express Train as 350 P.M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood Claymont, Winnington, Newport, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis, Chase's and Stemmer's Run. Night Express at 1100 P. M. (Daily) for Baltimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Satardays ex-cepted) with Deisware Rairoad Line, stopping at New Castle, Midletown, Chayton, Dover, Harrington, Beaford, Saistoury, Princess Anne, and connecting at Crisheid with Boat for Fortress Mon-roe, Norfolk, Portsmouth, and the South. Passengens for Fortress Monroe and Norfolk via M. THOMAS & SONS, NOS. 139 AND 141 THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, NO. 1110 OHESNUT Street: rear entrance No. 1107 Sansom st.

**RAILROAD LINES.** 

1868 -FOR NEW YORK. THE CAMDEN AND TRENT®N RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF,

At 5'50 A. M., via Camden and Amboy Accommodation. Ats.A. M., via Camden and Jersey City Ez-

At 2 P. M., via Camden and Amboy Express... 500 At 3 30 P. M., via Camden and Jersey O-ty Ex-

Piab House.
Piab House.
The 1 and 11:30 P. M. Lines leave from Market
The 1 and 11:30 P. M. Lines leave from Market
Street Ferry (upper side).
FROM KENNINGTON DEPOT.
At 10. M., via Kensington and Jersey City, New
York Express Line Fare 23.
At 7 and 11 A. M., 230, 330, and 5 P. M. for Trenton
and Bristol. And at 10:15 A. M. for Bristol.
At 7 and 11 A. M., 230, and 5 P. M. for Morrisville
and Tailynown.
At 7 and 10 A. M., 230, and 5 P. M. for Schencks
and Edington
At 7 and 10:15 A. M., 230, and 5 P. M. for Schencks
and Edington
At 7 and 10:16 A. M., 230, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesourg, Taccong, Wissinoming Bridesburg, and Frankford, and at 8 P. M. for
Holmesourg and btermediate stations.
FROM WEST PHILADELPHIA DEPOT, Via Connecti g Reliway.
At 9:30 A. M., 130, 650, and 12 P. M. New York Express Lines, via Jersey City, Fare \$28, At 1 A. M., Emigrant Line, Fare, \$2.
At 9:30 A. M., 6:30 and 12 P. M. for Trenton.
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At 9:30 A. M. (Sign and 12 P. M. for Trenton.
At 9:30 A. M. (Sign) for Morri-ville, Tallytown.
Schewek's, Eddington. Cornwells, Torrisdale, Holmessurg.
For lines leaving Kensington Depot take the care

For lines leaving Kensington Depot take the cars on Thira or Fifth streets, s. Chemutstreet, 30 minutes before detarture. The cars on Market street Raiway run direct to West Philadelph a Depot; Chesout and Wainut within one square. On Sundays the Market street cars will run to connect with the 950 A. M. and say P. M. Unas 6 80 P. M. lines.

On Wedne cay Morning, Sept. 9, 1868, by order of Messes. B. Diament & Co., of New York, The Largest and Rich at Assortment of entirely new TRIMMINGS BUITONS, PARIS FANCY GODDS, ETC., Ever offered at auction in this city, The goods are now ianding from steamer, and tall particulars will be given in future advertisement.

BELVIDERE DELAWA SE RAILROAD LINES. From Kensington Depot.
 At700 A. M. for Nisgara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Oweao. Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Witkesbarre, Schooley's Mountain etc.
 At700 A. M and 330 P. M. for Scranton, Strouds-burg, Water Gap, Beividere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Ailentown, Bethlehem etc.
 At 5 P. M. for Lambertville and intermediate Siz-tions.

CAMDEN AND BURLINGTON CO., AND PEM-BARTON AND HIGHTSTOWN RAILROADS, From Market St. Ferry (upper side.) At 8 A. M., 1, 4, and 6'15 P. M., for Merchantzville, Moorestown Bartford, Masonville, Hainsort, Mount Holy, Smithville, Ewansville, Vincentown, Bir-mirg Bam, and Pemberton. At 1 and 4 P. M., for Lew'stown, Wrightstown, Cockstown, New Egypt, Hornerstown, Cream Ridge, Imaystown, Sharon, and Hightstown.

Imlaystown, Sharon, and Hightstown. Fifty pounds of bag, age only are allowed each passenger. Passengers are prohibited from taking anytholing as baginge but their wearing apparet. All beggage ver fifty pounds to be paid for extra. The commany limit their responsibility for baggage to one dolar per pound, and will not be liable for any amount by youd \$100, except by special contract. Tickets sold and baggage checked direct through to Boston, Worcester, Springfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, U.Ica, Rome, Syracues, Rochester, Buffaio, Niagara Falis, and Sospension Bridge. An orditional Ticket Office is located at No. 828 Chesnot street, where Tickets to New York and all important points North and Bast may be procured. Persone purchasing Tickees at this Office can have their baggage checked from residence or hole! to destination by Union Transfer Baggage Express. IN FS FROM NEW YORK FOB PHILADELPHIA. SALE OF 1000 CASES BOOTS, SHOES, BRO-GANE, BALMORALS, ETG OD Thursday morning. September 3, at 10 o'clock, we will sell by Catalogne, for cash, a large asoriment of Boots, Shoes, Brogans, Balmona s, etc. Also, Womens', Misses, and Children's cl'y made goods. [8 22 45

LINES FROM NEW YORK FOB PHILADELPHIA, Will leave fr.m foot of Contliand street at 7 A. M., I and 4 P. M., and 12 night via Jer. ey City and Cam-ocu; at 630 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philadel. bia.

Philaceinhia. From Pier No. 1 North Biver at 5:30 A. M. Acccommodation, and 2 P. M. Express, via Amboy and Canden. WILLIAM H. GATZMER, 616

No. 529 CHEBNUT SL, rear entrance from Minor, Sale at No. 529 Chesnut street, HAND POME WALNUT HOUSEHOLD FURNT, TURE, FINE FRENCH PLATE MIRRORS, SUPERIOR EOSEWOOD PIANO FORTE, HAND-SOME BOOK CASES, FINE BRUSSELS AND O'I HER CARPETS, SUPERIOR FIREPROOF SAFES, EC. On Wednesday Morning. September 2d, at 10 o'clock, at the Auction Rooms, No. 529 Chesnut street, by Catalogue, an excellent as orthern of very superior Household Furn tare, suits walsut parlor furniture, handsome walout chamber suits, fluithed in oil, superior rosswood pisno-forte, flue French piate pier mirror, superior freproof aste, made by Lillie, elegant walnut bo k-case, superior sak and walnut buffet sideboards, walnut extension tables, rel. gerators, fine Brusseis aud other carpets, work benco, beds, and bedding, mattresses Chius and gass ware, superior harness, revolver, fine double barrel gues, etc. Also, a set of flue mathematical instruments, \$ 31 21 Peremptory Sale at 2212 and 2214 Filbert street.

Peremptory Sale at 2212 and 2214 Filbert street, SIX VALUABLE STRAM ENGINES AND BOILERS. On Saturday Morning,

VEFY LAFGE AND IMPORTANT SALE OF 1009 LATS AMENICAN SHOTMPORTED DRY G30D3, French and German Coths. Cassimers, loakings, L. C. Handke chiefs, Linen Goods, Lawn Handker-chiefs, Embroidered Kid Gloves, No.lons, Trim-mings. etc., etc.

mings.etc., etc., We will sell, September 2.1866, at 10 o'clock, by catalogue, on four months' credit. at our sale room. No. 240 Market street, the following desirable Goods for the present sales; included will be found, v z.-LINEN CAMBRIC HANDI ERUHIEFS. 500 dozen 3-8 hemstiched La C. Handkerchiefs. 1000 doz 5-8 hemstiched La C. Handkerchiefs. 1000 doz 5-9 hemstiched La C. Handkerchiefs. 1000 5-8 hemmed do. do. do. 1000 5-8 hemmed do. do. do. 1000 5-4 hemmed do. do. do. 1000 5-6 hemmed hemmed hemmed hemmed hemmed hemmed hemmed he

ecse banckerchiels; fine embroidered do.; fine lace trimmed dokks. A so, an invoice of linen napkins, towels, towel-ings, shut fronts, suspenders, sairings, linens, Uaion linens, indies' ard gents' furnishing goods, etc. Man DOZEN KID GLOVES. Also, on Wednessay, an entire invoice of superior quality Paris KIG Goves just handed, comprising a most desirable assortment of sizes, and of the choicest colors, imported especially for first-class retail sales.

choicest colors, imported especially for insteads retail sales. Iso pieces French and German Clotts, comprising fire to medium black and colored besters, fine to medium dahits cloths super C. W. all wool cloths, superfine black doeskins, fine to superfine tricots and chinehills, super lancy cassimeres, super all-wool clockings and wool plaids, superfine Lialian cloths.

He op Skirts and Correts-Full and complete assort-ment of indies' and misses' hoop skirts and balmo-rain French and Azzerican corsets, pialin and emb'd, Trimmings and Notions-505 lots Paris trimming t, buttons, notions, etc. 851 25

BUNTING, DURBOROW & CO., AUCTION BEERS, NOS. 242 and 231 MARKET Street, CON Ger of Bank street, Successors to John B. Mysre & CO LARGE SALF OF BRITISH, FRENCH. GERMAN. AND DOM ESTIC DRY GOODS, On Thursday & ording,

On Thursday a oraling, Sept. 3, at 16 o'clock, on four months' credit. [9 28 54

LARGE FOSITIVE SALE OF CARPETINGS, 250 PIECES FLOOR OIL CLOTH, ETC,

September 4, at 11 o'clock, on four months' credit, about 20 pictes of inglain, Venitian. II.t, hemp, cottage, and rag carpetings; 250 pieces oil cloths, etc.

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

On Monday Morning. Sept. 7, at 10 o'dick. on f ur months' credit. 9155

C. D. MCULFES & CO. AUCTIC NEERS

M ARTIN BROTHERS, AUCTIONEERS,-No. 529 CHESNUT SL, rear entrance from Minor.

AUCTION SALES.

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

"Many of the Baboos are now anxious to have their wives educated; but the women, knowing nothing of the swears of knowledge, as a rule, manifest but little desire to obtain an educa-tion. Yet they are very desirous of learning embroldery. Those was have undertaken to do something towards raising the women of this land from their degradation have seized upon this, and are using it to great advantage. \* \* \* "The Baboos have given up idols,

and the Shasters, and have for themselves accented Theodore Parker. Some are Pantheists, I am informed by those who are others Deists. intimate with the educated Hindoos, that no modern writings have exercised a greater influence than those of Theodore Parker. It in-volves no loss of caste to believe in him, but to become a Christian, to attend the church and receive the rite of baptism, to believe in Jesus as a Saviour, is to become an apostate, unclean and impure. No man can become Christian without being cast off by his dearest friends; wife, children, father, mother, all and curse him; but no such consequences follow when idols and Shasters are rejected, and the theology of Mr. Parker is accepted instead. merely state the fact, leaving it for others to draw whatever conclusions they may arrive at from such phenomena."

## A Midnight Ride on a Cow-Catcher.

A writer in the Oneida Circular describes a singular adventure:--"The train was to start at 11.45, and it wanted

but a few minutes of the time. As I stood there in the darkness within a few feet of the bissing monster, my beart began to fail me, and I almost resolved to abandon my hazardous undertaking. What if I should lose my nold and be thrown off in front of that crushing mass of machinery What if there should be something on the track? Such thoughts kept whirling through my mind, and I heat ated. Suddenly the Il rang. Hardly realizing what I did, hastily left the dark recess and stepped on the heavy framework in front of the engine. By means of a stout leather strap I bound myself on by passing it round my body and under ODC of the strong bars of the cow-calcher. While I was thus engaged the train had left the depot and with rapidly increasing speed was passing through the city. I had some tears lest some of the flagmen at the street crossing should discover

Varnishes, Etc.	P. 1 4 50 P. d P1
AGENTS FOR THE CELEBRATED	Cas
FRENCH ZINC PAINTS.	hun the Pl
DEALERS AND CONSUMERS SUPPLIED AT LOWEST PRICES FOR CASH. 6161	F
FURNISHING GOODS, SHIRTS, &C	9*( 8*)
H. S. K. C.	51
Harris' Seamless Kid Gloves.	phia 5-10 Ci
EVERY PAIR WARBANTED.	9 20 Ct
EXCLUSIVE AGENTS FOR GENTS' GLOVES. J. W. SCOTT & CO., 5272rp NO. 814 CHESNUT STREET.	Cap at t The ord call
PATENT SHOULDER-SEAM	Tra
L SHIBT MANUFACTORY,	tern
AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made nom meanorement at very short notice. All other articles of GENTLEMEN'S DRESS	dati Ci Stat
All other ardcles of GENTLEMEN'S DRE38 GCOES in fall variety. WINCHESTER & CO., 112 No. 706 CHESNUT Street.	B
ENGINES, MACHINERY, ETC.	DOM
PENN STRAM ENGINE AND BULLER WORKSNEAPLE & LEVY MACHINISTE, BOILER MAKERS, BLACK SMITHS, and FOUNDERS, having for many year year in successful openation, and been exclusively fragmess high and low-pressure, from Boilers, Water and the successful openation, and been exclusively for the successful openation, and been exclusively of the successful openation, and been exclusively for the successful openation, and been exclusively for the successful openation, and been exclusively for the successful openation. The sub- traction of the successful openation of the sub- period of the successful openation of the sub- revices to the public as being fully prepared to con- tract for engines of all sizes, Marine, River, and the sub- traction of pattern of the best Fennsylva to be and Brass Castings of all sizes and kinds to harcoal from. Forgings of all sizes and kinds to harcoal from Congings of all sizes and the set to harcoal from Congings of all sizes and kinds to harcoal from Congings of all sizes and the set to harcoal from Congings of all sizes and the set to harcoal from Congings of all sizes and the set to harcoal from Congings of all sizes and the set to harcoal from Congings of all sizes and the set to harcoal from Congings of all sizes and the set to harcoal from Congings of all sizes and the set to harcoal from Congings of all	L.M., FOI FOI L. L. L. L. L. M.  O. Relei Wa Wa Server Server Server Server Server Server L. L. L. M. Server Se
5 12 BEACH and PALMER Streets,	ver
J. VAUGHN MERBICE, WILLIAM H. MERBICE	2
SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets. PHILADELPHIA. MERRICK & SONS, DENGINEERS AND MACHINISTS, DENGINEERS AND MACHINISTS,	H
for Land, River, and Marine Service. Boilers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, ether iron or brass. Iron Frame Roofs for Gas Work, Workshops, and	Cou

Iron Frame Roofs for Gas Work, Workshops, and Railroad Stations, etc. Reforts and Gas Machinery, of the latest and most

improved construction. Every description of Plantation Machinery, also Sugar, Saw, and Grist Mills, Vacuum Paus, Oil Steam Trains, Defecators, Filters, Pumping, En-

Bole Agents for N. Billenr's Patent Sugar Bolling Apparatos, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Segar Draining Machines. 6201

COAL.

# B. MIDDLETON & CO., DEALERS IN COAL. Kepi diyonder cover. Prepared expressive for family use. Yard, No. 125 WASHINGTON Avenue. Office No. 514 WALNUT Street. 79



A Patent Pocket Pincushion or Emery Bag in each Twenty Cent Box. [7 27 mwism For sale by all respectable Grocers and Dragging.

WILLIAM J. SEWELL, Superintendent

ALTIMORE AND OHIO RAILROAD.-Trains between WASHINGTON AND BALTI-RE, and WASHINGTON AND THE WEST ARE

HE, and WASHINGTON AND THE WEST are run as follows, viz.:-FOR BALTIMORE, eave daily, except Sunday, at 7'60, 745, and 12'80 P, and 2'00, and 4'20 and 8'45 P. M. FOR ALL WAY STATIONS, eave daily, except Sunday, at 7'00 A. M., and 2'00 18'46 P. M. R WAY STATION SOUTH OF ANNAPOLIS JUNCTION, eave at 6'15 and 7'00 A. M., and at 2'00 and 4'28 M.

FOR ANNAPOLIS. ave at 7:00 Å. M. and 4:30 P. M. No trains ; to or

FOR A N NAPOLIS. Leave at 7:06 A. M. and 4'30 P. M. No trains (to or in Annapolis on Sonday, ON SUNDAY. FOR BALTIMORE, Leave at 7:45 A. M., and 4'30 and 5'45 P. M. FOR WAY STATIONS Leave at 7:45 A. M., and 4'30 and 5'45 P. M. FOR ALL PARTS OF THE WEST. Leave at 119, except Saturday and Sunday, at 7'45 A. A'30 and 5'45 P. M. in Saturday at 7'45 A. M., and 2'30 P. M. In Saturday at 7'45 A. M., and 2'30 P. M. In Saturday at 7'45 A. M. and 2'30 P. M. In Saturday A. M. And A'30 A. M. and 2'30 P. M. In Saturday A. M. And A'30 A. M. and 2'30 P. M. In Saturday A. M. And A'30 A. M. And A'30 P. M. In Saturday A. M. And A'30 A. M. And A'30 A. M. In College A. M. And A'30 A. M. In M. COLE, General Ticket Agent, Washington, IN M. AND A. M. ANSEN FOR NEW YORK AND IN MARKED A. M. AND YORK AND YORK AND AND YORK AND

REIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all long on Camden and Amboy and Connecting roads, from Walnut street whar, INCREASED DESPATCH.

Railroads, Hors Walnut stress Waln. INCREASED DESPATCH. Freight for all way polate on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon. For Trenton, Frinceton, Kingston, Rocky Hill, and all polits on the New Jersey and Belvidere Rail-roads, forwarded at 2% P. M. For New York, at 12, 2%, 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 in. stance be sent with each load of goeds. WALTER FREEMAN, Agent, No. 225 S. Delaware Avenus, Philadelphia,

TAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wilkes-barre. Mahanoy City. Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its

branches. By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points. Goods delivered at the Through Freight Depot, S.E. corner of FRONT and NOSLE Streets, Before 5 P. M., will reach Wilkesbarre, Mouat Carmel, Minhapoy City, and the other stations in Mahagoy and Wyoming valleys before 11 A. M. of the succeeding day. [7 2]] ELLIS CLARK. Agent

TTHE ADAMS EXPRESS COMPANY, OFFICE No. 220 CH ESA UT Street, forwards Parceia, Packages, Merchanduse, Bank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. 227 JOHN EINGHAM, Superinterdent,

12'45 noon, 3'90, and 6 P. M., for Reading Harrisburg, Potteville, Port Clinton, and all points peyond. Mails cose at the Philadelphia Post Other for all

Mails cone at the runnacepha Post Other for all places on the road and its branches at 5 A. M., and for the principal stations only at 216 P. M. BAGGAGE. - Dungan's Express will cellect Bag-gage for all trains leaving Thiladelphis Depot. Order's can be left at No. 25 5. Fourth street, or at the Depot, Thirteenth and Callowbill streets.

DENESYLVANIA CENTRAL RAILROAD.

PENESYLVANIA CENTRAL RAILROAD, SUMMER TIME, TAKING EFFECT MAY 11 1863 The trains of the Pennsylvania Central Railroad leave the Dypol, at THIRITY, FIRST and Market Streets, which is reached directly by the Market Street cars the lesic ar connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chennut and Wainut streets cars run within one square of the Depot. On Sundays-The Market street cars leave Front and Market streets thirty-five minutes before the de-parture of each train. Bie ping Car Trakets can be had on application at the Ticket office N. W. corner Nimh 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 steet, or No. 116 Market street, will receive attention.

## TRAINS LEAVE DEPOT, VIZ:-

I MALAO ANNA THE STORE STORE
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Least Among Nos 2, 8, and 4-1 00, 6 00 and 10 30 P. M. 1
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Sincironali Express
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Accommodation
CCOD Housing dativ arcent Naturday.
Erie anali icaves loaves daily. All other trains
Erie Mail leaves daily, except Saturday,

The Master Stress leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, ex-cept Sunday. For this train tickets must be pro-cured and bastage delivered by 5 to P. M., at No. 11s Market streets. Market streets. THAINS ARRIVE AT DEPOT, VIZ.:-

Market streets. Market streets. TRAINS ARRIVE AT DEPOT, VIZ.:-Cincin atil Express. Paoli Accommodation No. 1. Parkesourg Train. Parkesourg

General Superintendent, Altoona, Pa,
General Superintendent, Altoona, Pa,
PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RALLROAD -TIME TABLE, FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 P. M.
Jas, 4, 5, 55, 610, 7, 8 9, 10, 11, 12 P. M.
Leave Germantown 67, 75, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 35, 23, 4, 45, 6, 65, 7, 8, 8; 10, 11 P. M.
The 8 22 Lown Train, and 33 and 53 Up Trains will not stop on the Germantown Branch, ON SUNDAYS.
Leave Philadelphia 94, A. M. 2, 7, 105, P. M.
Leave Philadelphia 3, 8, 10, 12, A. M., 2, 85, 55, 7, 9 and 11 P. M.
Leave Chestout Hill 770, 8, 946, and 110 A. M., 140 340, 640, 640, 540 and 1040 F. M.
Leave Philadelphia 3, 4, M. 2 and 7 P. M.
Leave Philadelphia 53, A. M. 2 and 7 P. M.
Leave Chestout Hill 7760 A. M. 1240, 540 and 925 P. M.
CONSHOHOUKEN AND NORRISTOWN.

Leave Chestnut Hui 750 A. M. 1240, 640 and 925 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 75, 9, and 1106 A. M. 15, 8, 65, 65, 806 and 15, P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M., 15, 8, 65, 65, and 65, P. M. ON SUNDAYS. Leave Norristown 540, 7, 750, 9, and 11 A. M., 15, 8, 65, 65, and 65, P. M. Leave Philadelphia 9 A. M., 250 and 715 P. M. Leave Philadelphia 9 A. M., 250 and 19 P. M. Leave Philadelphia 67, 9, and 1165 A. Leave Philadelphia 9 A. M., 25, 09, 9%, and 11% A. M., 2, 3%, 5, 6%, and 9 P. M. Leave Manayunk 610, 75, 520, 9%, and 11% A. M., 2, 3%, 5, 6%, and 9 P. M. Leave Manayunk 7% A. M., 6 and 9% P. M. Leave Manayunk 7% A. M., 6 and 9% P. M. Leave Manayunk 7% A. M., 6 and 9% P. M. Leave Manayunk 7% A. M., 6 and 9% P. M.

GET THE BEST-THE HOLY BIBLE-HARD G ing's Editions-Family, Pulpit and Pocket Bible in besautiful rayles of Turkey Morocco and antique bindings. A new edition, arranged by photographic portraits of families, WM. W. HARDING, Publisher, INO, and CHEENUT Stream below Fourth

8

roe, Norfolk, Portsmouth, and the South. rassengers for Forress Monroe and Norfolk via Baltinore will take the 12.0 M. Train. Via Orisfield will take the 11 to P. M. train. Stopping at all stations between Fulladelphia and Wilmongton. Leav Philadelphia at 11 % A. M., 230, 500, 709, and 17 % (daily) P. M. The 500 P. M. Train connects with Delaware Baliroad for Harrington and Inter-mediate stations.

Leave for New York and PhHadelphia at 7 P. M. only. SLEEPING CARS for New York on 7 P. M. train dairy. 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. 315 Pennsylvania svenne, between Sixth and Seventh streets. See Baltmore and Ohie Raitrowd advertisement and schedule between Washington, Baltimore, An-napolis, and the West. J. L. WILSON, Master of Transportation. L. M. COLE, General Ticket Agent. 2557] GEO S. KOONTZ. Avent. Washington.

and if an elarity P. M. The solo F. A. Train connects with Delaware Rairoad for Harrington and inter-mediate stations. Leave Wilmington 760 and 8'10 A. M. (datiy), 1'30 7'15 and 7'30 (daty) P. M. The s'to A. M. Train will not stop between Chester and Philadelphia. FROM BALTIMORE TO PHILADELPHIA. Leave Battimore 7'55 A. M., Way-Mail; 9'40 A. M., Express, 2'25 P. M., Express; 6'35 P. M., Express; 8'36 P. M., Express. HUNDAY TRAIN FROM BALTIMORE. Leaves Battimore at 8'35 F. M., stopping at Havre-de-Grace. Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphis and leave passengers from Washing-tor Baltimore, and at Chester to leave passengers from Washington or Baltimore. Through, therets to all points West, Sonth, South west, may be procared at the Ticket Office, No. 328 CHESNUT Street, under the Continenual Hotel, where, also, state-rooms and berths in elseping carr can be secared during the day. Persons purch-stating at their realdance by the Union Transer Company 13'1 H. F. KENNEY, Superintendent, C'HORTEST ROUTE TO THE SEA-SHOKE!

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

SUMMER ARRANGEMENT. FIVE TRAIND DALLY TO ATLANTIC CITY.

 PHILADELPHIA AND BALTIMORE CEN TRAL RAILROAD - SUMMER ARRANGE MENT.-On and siter MONDAY, April 13, 1885, trains will eave the Depot, THIRTY-FIRST and OHES-NUT Streets, West Philadelphia, as follows:-At716 A. M. and 450 P. M., and leave Rising Sun as 250, M.

 At716 A. M. and 450 P. M., and leave Oxford at 250, M.

 At716 A. M. and 450 P. M., and leave Rising Sun as 250, M.

 Mill rangos TUESDAYS and FRIDAYS, leaving the Reiner Sun at 1100 A. M.: Oxford, 11:85 A. M.: and Renves Philadelphia at 230 P. M.: runs through to 0.000 Mill rangos TUESDAYS and FRIDAYS, leaving the Renves Philadelphia at 230 P. M.: runs through to 0.000 Mill rangos Will daily line of stages for Peach Bottom, in Laccaster younty. Beturning teaves Peach Bottom to connect at Oxford with Afternoou train or Philadelphia

 The train leaving Philadelphia at 500 P. M. runs Caling Sun At 100 A.

 Mill rings of the connect as 0xford with Afternoou train or Philadelphia

 The train leaving Philadelphia at 500 P. M. runs Caling Sun, Maryland.

 The strain leaving Philadelphia at 500 P. M. runs Caling Sun, Maryland.

 The strain leaving Philadelphia at 500 P. M. runs Caling Sun, Maryland.

 The strain leaving Philadelphia at 500 P. M. runs Caling Sun, Maryland.

 The strain leaving Philadelphia at 500 P. M. runs Caling Sun Maryland.

 The strain leaving Philadelphia at 500 P. M. runs Caling Sungers, and the Company will uot in any case be responsible for an asmount succeeding one bun dred dollars, unless a geodial contract be made to the same.

 Mill runs bagges, and the Company will uot in any case be responsible for an asmount succeeding one

Sunday Mail Train to Atlantic,

.4'20 P. M.

Fare to Atlantic, \$2. Round trip tickets, good only for the day and train on which they are baued, \$3. The Philadophia Local Express Company, No. 525 CHESNUT Street, will call for bagage 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. 72 M D. H. MUNDY, Agent,

PHILADELPHIA AND ERIE BAILROAD. -

BUMMER TIME TABLE. Through and direct route between Philadeiphia Baltimore, Harrisburg, Williamsport, to the North-west, and the Great Oil Region of Pennsylvania. FLEGANT SLEEPING CARS on all Night Traina. On and after MONDAY. May 11, 1982, the trains on the Philadelphia and Erie Eallroad will run as follows:-

Mall and Express connect with Oh Creat through, gheny River Latiroad, Barrage checked through, ALFRED L. TYLER, General Superintendon

Sept. 5th, at 10 o'cicck by catalogue, at 2212 and 2214 Fiber street, without reserve, six valuable team en-gines of the following power: 18, 15, 12, 9, 6 and 4 norse; iarge periable bollers, three stationary bollers, two portable bollers, two ke stacks, fran.es, etc. May be seen at any time. 825 45

**RAILROAD LINES.** 

THROUGH LINE BETWEEN WASHINGTON

Trains between Washington and New York are now run as follows, viz. FOR NEW YORK, without change of cars, Leave daily (except Sunday) at 745 A. M., 12'30 and 7 P. M

7 P. M FOR PHILADELPHIA. Leave daily (except Sunday) at 745 and 12:15 P. M., and 4:30 and 7 P. M. ON SUNDAY. Leave for New York and Philadelphia at 7 P. M.

DHILADELPHIA AND BALTIMORE CEN

STOVES, RANGES, ETC.

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NOTICE,-THE UNDERSIGNED

NOTICE.-THE UNDERSIGNED wonid call attention of the public to his NEW GOLDEN EAGLE FURNACH. This is an entirely new heater. It is so com-structed as to de commend itself to general invor, being a combination of wrought and case from the set of a combination of wrought and case from the ter of a combination of wrought and case from the set of a combination of wrought and case from the ter of a combination of the air as produced by many new attang no pipes of drums to be taken out and cleaned. It is so arranged with upright ter bygrometric condition of the air as produced by monstrate that it is the only Hot air furnace that will produce a perfectly healthy atmosphere. The arrangement of combinet Healthy Apparatum would do well to call the and examine the Golden Eagle. CH APLES WILLIAMS. Nos. HIST and H34 MARKET Street. Philadelphia.

A large assortment of Cooking Ranges, Fire-board Stoves, Low Down Grates, Vendlators, etc., siway on haud, N. B.-Jobbing of all kinds promptly done, 510

JOHN CRUMP.

CARPENTER AND BUILDER,

SHOPS: NO. 213 LODGE STREET, AN NO. 1783 CHESNUT STREET,

COTTON AND FLAX, SAIL DUCK AND CANVAS, Of all numbers and brands, Tent, Awning, Trunk, and Wagon Cover Duck Also Paper Manufacturers' Drior Felix from one to several loct wide: Pault g, Heiting, Sail Twine, etc. JOHN W. EVERMAN & CO., 162 No, 105 JONKES' Alloy

PHILADELPHIA