THE DARLY REPAIRS TRADUCT AND ARREADED TO TRUESDAY. ENTRY AND A 1943.

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, SEPTEMBER 3, 1868.

POLITICAL.

The Chicago Post has the following:- There are two worlds besides the one we to abit-the world above and the *World* below. —The difference between Batter and his tra-

ducer, Brick Pomeroy, is that one is called a Beast, and the other is one.

-If Satan and his logions were not compelled to remain at home in daylight, the Democracy would receive a large accession of votes at the next electi D.

-At Greensburg, Indiaua, a regiment of 1200 Fighting Boys in Blue was organized on the 21st, and at Bedford, Lawrence county, one of 600. "There will be at least 10,000 Fighting Boys in Blue assembled at Indianapolis on the 2d of September.

September. —The Concinnati Gaz#### says that prominent Democrats of Onlo openly acknowledge that the nomunation of Vallandigham for Congress will cost them ten thousand voices in that State. The "representative Democrat," at that rate, is

-Penoleton dictated the platform. Vallandig-ham named the candidate for President; the fire-caters chose the Vice President, and the ignorance and brutality of the North, and the pro-slavery men of the South will support both tooks and the model the mole this will support both

pro-silvery men of the South will support both ticket and platform, and the whole thing will be called "Demographic," —The hot weather has thrown Mr. Ho well Cobb into a moral as well as physical perspira-tion. His pores are all open. He says that from "every pore of his heart there comes gaching the most carnest and sincere desire for peace." It seens that all the blood, and all the thunder of his Atlanta speech really proceeded from these same "pores" of peace. these same "pores" of peace. -A philosopher writing of the negro and the

Mobile Register says :- There never has been an insurrection of the prograthous race against their masters: and from the patare of the elanical elements of the race, there pever can be. Hayi is to ese ption, it will be seen, when the true hi tory of the so-called insurrection of that island is written. There have been neighborhood disturbances and bloodshed caused by fanaticism and by mischievous while men getting among them and infusing their will into them or mes-merizing them; but, fortunately, there is an ethnological law of their nature which estops the evil influence of such characters by limiting their influence strictly to personal acquaint ances. The prognatious tribes, in every place and country, are jealous and suspicious of all strangers, black or white, and have ever been so.

Dinner-Tables.

Absence of body-color is the greatest defect in modern pottery, particularly that portion of it used on the dinner-table. Go where we may, let us be at home or abroad, the same deadwhite is toped against a dead-white table-cloth; if there is a pattern on our plate, and on the dishes before our eye, it is probably of a pate green, or blue; or if red, it is in such small masses as to produce little or no effect. We go out, say to a large London dinner-party, where our host has expended \$100 or £120 on the service before us. It is rich in gilding, it bears his coat-of-arms, it is bordered with a brilliant blue or green; yet what is the effect? We look down or up the table, and see nothing but dead-white surfaces—the white table-cloth, the uncontrasting silver. In fact, there is no effect at all, except of a chill uniformity, unworthy of an age prefending to the least cultivation in matters of taste. Our potters seemingly forget that warm or high-toned colors are a cardinat necessity in the decorative arts of Northern climates.

English architects are beginning to perceive this truth by their revival of the ornamental terra-cotta and fine red brick work of the middle ages. Observe how well these masses of dark red tone against our winity skies; and in summer how well they look amid the verdure of our woods and lawns. Except for occasional purposes, white brick and large masses of white stonework are as much out of keeping with our climate as the Grecian order of architecture. Open porticoes, colonnades, root-lights, and white surfaces are unsuited to us. We want solidity, shelter, warmth, and tones of warmth in coloring, in our building-; and we cannot afford to lose sight of the principle, so far as color is concerned, in even minor things. A century ago, Wedgwood deplored the necessity he was under of chauging the color of his ordinary ware from a fine body-color of pale sulphur to a dead white. But the fashionable world, just as it grew tired of Bath or Wey-mouth, Ranelagh or the Pantheon, had grown tired of the cream color, and, with the caprice natural to a low state of education, vapid accomplishments, misused wealth, and a senseless and wearying pursuit of pleasure, clamored for a change. He tried to compromise the matter by introducing what he called pearl-white, that was white slightly toned with pluk, as the cream color was white more or less tuned with yellow; but if was not well received. He had thus to export his finest wares to the West Indies and North America, and adopt for his home trade a pottery covered with a dead white glaze; not so white as that in use at present, but still low toned compared with his richest examples of cream color. Yet contrast the two; the fine sulphur color of Wedgewood's best days, with a modern dinner service of dead white, on which the pattern is in some low shade of the secondary and tertiary colors, as brown or green. In the one case you see no effect at all but negative unobtrusiveness; in the other a vivid conception of fluges and beauty strikes the mind, and is retained by the eye of the beholder.-Once a Vicek.

similar pain was felt in the right shoulder. Supposing his overcoat to contain pins, he took it off, but the pains increased, extending from one shoulder to the other across the whole back. They were accompanied by a pricking sensa-tio r and sharp shooting pains, such as a wasp orawling over the skin and stinging all the time

The pain next assumed the character of a burn, and M. de Saussure actually fancied that his flaunel waistcoat had caught dre, and was about to throw off the rest of his clothes, when bis attention was arrested by a sound reminding bis attention was arrested by a sound reminding bim of the reverberations of a tuning-lork. These sounds came from the sticks which, rest-tor arainst the carra, sang loudly, emitting a cound like that of a kettle the water in which is about to boil. All this lasted about four or five minutes. M. de Saussure at once guessed that this sensitions proceeded from others. that his sensations proceeded from a flow of electricity taking place from the summit of the mountain. No spark, however, was obtained from the sticks; they wibrated strongly in the hand, and sounded very loud. Some minutes afterwards he felt his hair and beard stand out, causing him to feel the sensation resulting

from a razor passing dry over the bristles. A young Frenchman who was of the party cried out that he felt the hair of his moustache growing, and that strong currents were flowing from the tips of his ears; and they soon flowed rom all the parts of the bodies of those present. As they descended the mountain the humming of the sticks and the other phenomena dimin-ished and eventually ceased. The sky was cloudy and the travellers had been overtaken at the time by a shower of thin hail and sleet. On the same day a violent storm broke out on the Bernese Alps, where an Englishwoman was killed. Steet, frost, and an overcast sky appear to be the conditions necessary for the produc-tion of the phenomena above described. Many of the guides have never observed them, and others recollected them only once or twice,

MARINE	TELEGRAPH.
For additional M o	wine News see First Page,
MANAU FOR PH N RISES.	ILADELPHIA-THIS DAY, 523 MOON RISES
PHILADELPHI AMES T YOUNG, OATES WALTON,	A BOARD OF TRADE.

THOMAS POTTER.

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MOVEMENTS OF OCEAN STEAMERS. FOR AMERIUA. Propontly.

Propontisamon Liverpout Boston	- 1
Tripoll	- 1
Columbia	-6
Colorado	- 24
Coloradon Mayerpool New York Mag,	2
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Moravian Liverpool. Quebec	12
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City of Cork Liverpool New York	- 2
FOR BURDPR.	
Aleppo	
Deutschland New York Bremen	- 2
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Bellona New York London	
City of Paris New York Liverpool	
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I wa New York Glasgow	11
Virginia	13
CofWashingtonNew York Liverpool	
Contra antingcontrew Torka Liverpool	- 9
GermaniaNew York Hamburg	
JEVB	- 14
HansaNew YorkBremenSept.	18
C. of London New York Liverpool	÷.

COASTWISE, DOMESTIC, ETC.

CLEARED YESTERDAY. Steamship Pioneer, Catharine, Wilmington, N. C., Phi-Indephia and Southern Mail Steamship Co. Steamship Norman, Crowell, Boston, H. Winsor & Co. Barque Sea Eagle, Howes, Barbados, T. Wattaon & Sons.

Sons, Schr Janny Blake, Roston, Schr Janie Magee Young, Boston, Schr W. Kallanan, Sharp, Richmond, Schr Lady Eilen, Sozev, Balem. St'r Decaunr, Young, Baltimore, Reuben Foster, St'r J. S. Shriver, Dennis, Baltimore, A. Groves, Jr.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.-MINE MIDDLE KOUTE.-Shoriest and most direct line to Bethlehem, Easton, Allentown, Mauch Olionk, Heaterm, White Haves, Wilkenbarre, Ma-hency City, Mount Carmel, Pittaton, Beranton, Carbon-dele, and all the points in the Lehigh and Wyoming Coal Region. — macanger bepot in Philadelphia, N. W. corner of BERRES and AMERICAN streets. — UMMER ARRANGEMENT-ELEVEN DAILY TRAINE-On and after MONDAY, May 20, 1965, Promenger Trains leave the New Dopot, cornar of BEERIS and AMERICAN streets, dails (Sundars ex-cepted), as follows:-— At 946 A. M.-Accountedation for Fort Wash-ington.

cepted), as follows: At 946 A. M.-Account of allow for Fort Washsington.
 At 746 A. M.-Morning Express for Betblehems and Principal Bistions on North Pennsy Waller and Connecting at Bothlehem with Lehigh Valler and English and Sugues. Sistington, Masch Chunk Weatherly, Jeaneville, Haslein, and all points in Lehigh and Wromey Valleys is a connection with the standard connecting with the standard connecting at Bothlehem with Lehigh Valley and Connection with the standard connection the standard connection with the standard condard connecting with the st

villettake this train to Quakertown, and for Sumney-town to North Wales. At 415 F. M. - accommodiation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove. Hatboro, aud Hartsville take stage at Abington; for New Hope at Doylestown. At 5 00 F. M. - Through accommodation for Bethle-hem and all stations on main line of North Peninsyl-winia Railrond, connecting at Bethlehem with Le-high Valley Lehigh and Susquehanns Evening Train for Faston. Alleniown Mascin Chunk. At 6 20 F. M. - Accommodation for Lansdale, stop-plog at all intermediate stations. At 1120 F. M. - Accommodation for Fort Washing-ton.

TRAINS ARRIVE IN PHILADELPHIA, om Beihlehem at 960 and 1105 A. M., 200 and

Prom Bethlehem at 9:00 and 11'05 A. M., 2:00 and 6:30 P. M. H'165 A. M. and 2:00 P.M. Trains makes direct connec-tion with Lohigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City; and Hazieton, Passengers leaving Wilkesbarre at 1:45 P. M. con-nect at Bethlehem at 6:05 P. M., and arrive in Phila-deiphia at 8:30 P. M. From Doylestown at 8:25 A. M., 8:00 and 7:00 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9:80, 10:45 A. M. and '1 P. M. ON SUNDAYS.

P. M. ON SUNDAYS. Philadelphia for Betklehem at 936 A. M. Philadelphis for Doylestown at 236 P. M. Doylestown for Philadelphia at 730 P. M. Bethlehem for Philadelphia at 430 P. M. Bethlehem for Philadelphia at 430 P. M. Fith and Sixth Streets Passenger Cars convey pa sengers 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.

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

W EST CHESTER AND PHILADELPHIA RAILROAD.-SUMMER ARRANGEMENT, -On and after MONDAY, April 13, 1565, Trains will leave as follows:-Leave Philadelphia from the Depot, THIRTY, FIRST and CHESNUT Streets, 7'15 A. M., 11 A. M., 2'20 P. M., '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., 11 P. M. - M., 10'45 A. M., 155 P. M., 4'50 P. M., 6'55 P. M. Ob and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 5'20 P. M. Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4'50 P. M., will stop at B. O. Junction and Media only. Passengers to or from atation between West Chester and H. C. Junction, going Fast, will take train leaving West Chester at 7'15 A. M., and going West will take train leaving Philadelphia at '50 P. M., and transfer at B. C. Junc-ton. The Depot in Philadelphia is reached directive by

tion. The Depot in Philadelphia is reached directly by the Chesnut and a Wahnut 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 SUNDAVE

cars of both lines connect with each train upon its arrival. ON SUNDAYS, Leave Philadelphia at \$00 A. M. and \$00 P. M. Leave West Chester at 745 A. M. and \$00 P. M. Trains leaving Philadelphia at 715 A. M. and 456 P. M., and leaving West Chester at 750 A. M. and 450 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and intermediate points. Passegers are allowed to take Wearlog Apparel only, as Baggage, and the Company will not in any case be responsible for an amount exceeding one hundred doilars unless a special contract is made for the same. HENRY WOOD, General Sup't, Philadelphis, April 1st, 1868. 410

 BAILROAD LINES.

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RAILROAD LINES.

Schweis für Philadelphia at 9:05 A. M., Sciurning issues Philadelphia at 4:50 P. M.; arzives in Potatown at 6:40 P. M.
RivADING ACCOMMODATION-Leaves Beading at 7:50 A. M., stopping at all way stations: arrives in Philadelphia at 10:15 A. M.
Beturning, leaves Philadelphia at 5:15 P. M.; arrives in Scading at 8:05 P. M.
Trains for Poliadelphia leaves Harrisburg at 5:16 A. M., and Potaville at 5:45 A. M., arriving in Pulladel-philadelphia at 6:05 P. M.
Trains for Poliadelphia leaves Harrisburg at 5:16 A.
M., and Potaville at 5:45 A. M., arriving in Pulladel-philadelphia at 6:05 P. M.
Trains for Poliadelphia leaves Harrisburg at Poliadelphia at 6:05 P. M.
Harrisburg accommediation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Atternoon Accommodation south at 6:30 P. M., aritiving in Philadelphia at 5:15 P. M.
Market train, with a Passeoger our attached, heaves Philadelphia is 12:45 noon for Pottaville and al Way Stations; leaves Potaville at 7 A. M. for Philadelphia and all other Way Stations.
At the above trains run daily. Sundays excepted. Sunday trains leave cotaville at 8:00 A. M., and Philadelphia for Beading at 5:00 A. M., returning from Beading at 4:20 P. M.

for Downingtown and intermediate points take the 7'30 A. M., 12'45 and 4'30 P. M. trains from Philadel-phia, returning from Downingtown at 6'30 A. M., 1'00, and 5'5 P. M.

7.30 A. M., 12–35 and eva P. M. trains from Philadeiphia, rearring from Downingtown at 6.30 A. M., 1700, and 5.45 P. M.
FERKIOMEN RALLROAD, -Passengers for Collegeville take 7.30 A. M. and 4.30 P. M. trains from Philadeiphia, resurning from Collegeville at 5.7 A. M. and 4.9 P. M. Stasse lines for various points in Per-klomen Valley connect with trains at Collegeville. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. -Leaves New York at 9.A. M., 500 and 100 P. M., and connect at Harrisburg with Pennsylvanis and Northern Central Baircoad Express Train leaves Marrieburg, on arrival of Pennsylvanis (Collegeville). Returning, Express Train leaves for Pittsburg, at 8 and 5.26 A. M., and 11.40 P. M. Silephing at New York, 1010 and 11.45 A. M., and 500 P. M. Biephing at New York, 1010 and 11.45 A. M. and 500 P. M. Silephing Cars accompanying these trains through between Jersey City and Pittsburg, without change.
Main Hahn Or New York Is 6.3 M., and 6.30 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 A. M. and 205 P. M. Mail train for Harrisburg at 8.10 P. M. Featuring from Tamaque at 8.55 A. M. for Pinegrove and Harrisburg, and at 13.15 P. M. for Pinegrove and Harrisburg, and at 13.15 P. M. for Pinegrove and Harrisburg, and at 13.15 P. M. for Pinegrove and Tremont; eturning theore thermony at 7.55 A. M. and 6.56 P. M. TICKETS.-Through first-class tickets and emi-

rates, Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at LINES FROM NEW YORK FOR PHILADELPHIA, Will leave from foot of Courtland Street at 7 A. A., and 4 P. M., and 12 night vin Jerrey City and Cam-den; at 6:30 P. M. vis Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. vis Jersey City and West Philadelphia. From Pier No. 1 North Biver at 5:30 A. M. Acccom-modation, and 2 P. M. Express, vis A. Anboy and Camden, 6152 City And Data

by Reading and Pottstown Accommodation Trains at reduced rates. The following lickets are obtainable only at the Office of S. Bracford, Treasurer, No. 237 S. Fourth Street, Fhiladeiphia, or G. A. Nicholis, General Super-intendent, Reading. Commutation Ticket at 25 per cent. discount, be-tween any points desired, for families and firms. Mileage Tickets, good for 2000 miles, between al points, at \$250 each, for families and firms. Season Tickets, for three, six, nine, or tweive months, for holders only. to all points at reduced rates.

season increase, for circle, six, mine, or twave months, for holders cury, to all points at reduced rates. Clergymen residing on the line of the road will be furnished with cards, entiting themselves and wives to the test at half fare. Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Mosday, at reduced fare, to be had only at the Ticket Office, at Threenth and Callowhill streets. FKEIGHT.-Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets. Freight Depot, Broad and Willow streets. Freight Trains leave Philadelphia duly at 4'35 A. M., 12'45 noon, 2'00, and 6 P. M., for Reading, Lebanon, Harisburg, Pottsville, Port Clinton, and all points beyond.

Canden, MI 2 F. M. Express, via A MOSy and Canden.
 MILLIAM H. GATZMER, Ageat.
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 TIMORE BAILEOAD.
 Sommencing MONDAY, April 18, 1986. Trains will leave Depot corner of BROAD Street and WASH-UNCTON Avenue as follows: Way-Mail Train at \$200 A. M. (Sundays excepted) for Baitmore, stopping at all Regular Stations, con-necting with Delaware Railroad at Wilmington for Crisseld and Intermediate Stations.
 Express Train at 1200 M. (Sundays excepted) for Baitmore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connecus at Wil-mington with train for New Casile.
 Express Train at 1200 M. (Sundays excepted) for Baitmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeem, Perryman's, Edgewoid, Alagnolia, Chase's and Stammer's Run. Night Express at 11'00 P. M. (Daily) for Haitmore and Washington, stopping at Perryville, and Havro-de-Grace. Connects at Wilmington (Satardays excepted) with Delaware Railroad Line, stopping at New Casile, Middletown, Clayton, Dover, Harrington, Seatord, Salisbury, Princess Anne, and connecting sto Fouriest Monoroe and Norfolk via Baitimore will take the 1200 M. Train. Via Crinfield will take the 11:00 P. M. train.
 Express of Fouriest Monoroe and Norfolk via Baitimore will take the 1200 M. Train. Via Crinfield will take the 11:00 P. M. train.
 Even y Philadelphis at 11'00 A. M., 530, 5'09, 700, are at Mathington.

RAILROAD LINES.

AUCTION SALES.

Lipp, NCOTT, SON & CO., AUCTIONEERS Lipp, "Beilding, No 240 MARKET Street. "Wedne:day Morning. "Wedne:day Morning." "Wedne:day Morning. "Wedne:day Morning." "Wedne:day Morning." "Wedne:day Morning." "Wedne:day Morning." "Wedne:day Morning. "Wedne:day Morning." "Met Assortiment of entiraly new "This FANO"." "It Assortiment of entiraly new "Day Morning." "It Assortiment of entiraly new "Day Morning." "Day Morning." "It Assortiment of entiraly new "Day Morning." "It Assortiment of entiraly new "Day Morning." "It Assortiment of entiraly new "Day Morning." "It Assortiment of entiral provide the second second

BUNTING, DURBOROW & C. AUCTION BEERS, Nos. 232 and 234 MARKE, "Street, cor ner of Bank street. Successors to John B. & "Yers & Ce

LARGE POSITIVE SALE OF CARPETIN, '8, 250 PIECES FLOOR OIL CLOTH, ETC, On Friday Morning, Feptember 4, at 10 o'clock, on four months' credif, sbout 200 pieces of logram, Ventilan, 11st, hemp, contage, and rag carpetings; 200 pieces oil cloths, etc. LARGE PEREMPTORY SALE OF FRENCH AND OTHERE EUROPEAN DRY GOODS, ETC, On Monday Morning, Sept. 7, at 10 o'clock, on four months' credit, 9155

LARGE PEREMPTORY SALE OF 2000 CASES BOOTS, SHOES, STRAW GOODS, ETC., On Tuesday Morning. Sept 8, at 100'clock, on four months' credit. [9 2 55

C. D. MCCLEES & CO. AUCTIC NEERS No. 506 MAE KET Strest. 14

BALE OF 100 CASES BOOTS, SHOES, BRO-GANS, BALMORALS, ETC. On Monday morains, September 7, commencing at 10 o'clock, we will sell by Catalogue, for cash, 1400 cases Men's, Boys', and Youth's Boots, Shoes, Brogans, Balmora's, etc. Also, Women', Misses, and Children's wear.

MARTIN BROTHERS, AUCTIONEERS,-Lately Salesmen for M. Thomas & Sons.) No. 829 CHEENUT SL, rear entrance from Minor.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 110 OHESNUT Street; rear entrance No. 1107 Sanson al-

Bale at No. 110 Obesnut street, HOUSEHOLD FURNITURE, PIANO-FORTES, PARLUR ORGANS, FINE CARPETS, MIRRORS, SEWING MACHINES, GUNS, FISHING RODS, ETC.

SEWING MACHINES, GUNS, FISHING RODS, Ezc. On Friday Morning. At 9 o'clock, at the Auction Store, No. 1110 Chesnme street, will be sold, by catalogue, a large assortment of roperior Household Furniture from families decilining housekeeping, comprising elegant Velvet, Brussels, Venitian, and Ingrain Carpets: Walnut Parlor Suits, in plush, reps. and hair cloth: Library Suits; Walnut Chamber Suits; Walnut and Oak Sideboards, Ward-robes; Secretary and Bookcases; extension Dining Tables: Lace Curtaius, Sewing Machines, French Piate Fier Mirrors; framed Engravings; Vases; plated Ware; Refrigerators, etc. PIANO-FORTES, ETC. Also, several Flano-Fortes, Parlor Organs, Har-monium, etc.

Also. several Fiano-Fortes, Parlor Organs, Har-monium, etc. GUNS, FISHING RODS, ETC. Also, at 1 o'c'ock, will be sold several elegant brech-bading and other Fowling Pieces: salmon and trout Fishing Rods; Base Ball and Cricket Im-plements, etc. FIRE-PROOF SAFE. Also, an Evans & Watson's fire-proof Sale. SCHOOL DESLES, Efc. Also. 12 double School Desks and Chairs. Also. one Mineralogical Cabinet. 1t

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

RAILROAD LINES.

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

FOR NEW YORK, without change of cars. Leave daily (except Sunday) at 745 A. M., 1230 and 7 P. M

7 P. M FOR PHILADELPHIA. Leave daily (except Sunday) at 745 and 1245 P. M., and 450 and 7 P. M. ON SUNDAY. Leave for New York and Philadelphia at 7 P. M.

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

SLEEPING CARS for New York on 77. M. train daily. Through Tickets to Philadelphia, New York, or Boston, can be had at the Estation Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 348 Pennsylvania evence, between Sixth and Seventh streets. See Baltimore and Ohie Railroad advertisement and schedule between Washington, 'Baltimore, An-napolis, and the West. J. L. WILSON, Master of Transportation. L. M. COLE, General Ticket Agent. 1254] GEO S. KOONTZ. Ayeut. Washington.

PHILADELPHIA AND BALTIMORE CEN

TRAL RAILROAD - SUMMER ARRANGE MENT.-On and atter MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIRST and OHES-NUT Streets, West Philadelphia, as follows:-At 715 A. M. and \$50 P. M., and leave Rising Sun at \$75 A. M. and Oxford at 6 A. M., and leave Oxford at \$25 P. M.

825 P. M. A Market Train, with Passenger Cars attached, will rongon TUESDAYS and FRIDAYS, leaving the Rising Sun at 1105 A. M.: Oxford, 1145 A. M.: and Kennett, 1 P. M.: connecting at West Chester Juno-tion with a train for Philadelphia. On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 230 P. M.; runs through to Oxford.

The train leaving Philadelphia at 7.5 A. M. com-nects at Oxford. The train leaving Philadelphia at 7.15 A. M. com-nects at Oxford with daily line of stages for Peach Bottom, in Lancaster county. Retaining, leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia The strain leaving Philadelphis at 4'50 P. M. runs to Rising Son, Maryland. Passengers are allowed to take wearing apparel only as baggage, and the Conneavy will not in any case be responsible for an amount exceeding one hun dred dollars, naizes a special contract be made for the same. Allog General SuperIntendons.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND

STATE.

.11'15 A. B

8 500 P. M. 8 500 P. M. 12 00 0000 8 500 P. M. 10 05 A. M. 8 000 A. M. 6 33 P. M. 7 45 P. M.

PENN STEAM ENGINE AND BOILER WORKS - NEAFIE & LEVY, FAAL TICAL AND THEORETICAL ENGINEERS MACHINISTS. EOILER-MAKERS, BLACK SMITHS, and FOUNDERS, having for many years begins, high and low-pressure, Iron Boilers, Water Fayins, high and low-pressure, Iron Boilers, Water tayins, high and low-pressure, Iron Boilers, Water and Founders, etc., respectfully offer their provides to the public as being fully prepared to con-tract for engines of all sizes, Marine, River, and bistonary, having sees of pattern-making made at the provides to the public as being fully prepared to con-puter of the public as being fully prepared to con-puters, etc., the specific states of all sizes, Marine, River, and bistonary, having sees of pattern-making made at the providest notice. High and Low-pressure Fine mathematical from Forgings of all sizes and kine, Roll torning, Screw Cattings, and all other work connected with the above busines. The wings and specifications for all work done and the above busines. The subscribers have ample wharf-dock room for

The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. etc. for raising heavy or light weights. JACOB C. NEAFIE, JOHN P. LEVY, \$12 BEACH and PALMER Streets.

J. VAUGHN MERRICK, WILLIAM H. MERRICK JOHN E. COPR SCUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets. PHILADELPHIA, MERRICK & SONS, ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Boliers, Gassometers, Tanks, Iron Boats, etc. Chaings of all kinds, either iron or brass. Iron Frame Roofs for Gas Work, Workshops, and Railroad Stations, etc.

tallroad 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 Pans, Oli Steam Trains, Defecators, Filters, Pumping, Ka-cines, etc.

Sieam Trains, December,'s Patent Sngar Bolling Bole Agents for N. Billenr's Patent Sngar Bolling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolzey's Patent Centrifugal Sngar Draining Machines. 6 332

C O B N E X C H A N RAG MANUFACTORY.

JOHN T. BAILEY & UO.,

BEMOVED TO REMOVED TO N. E. COTRET OF MARKET and WATER Streets, DEALERS IN RAGS AND BAGGING Of every description, for Grain, Flour, Sait, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY EAGS constantly on hand F221 Also, WOOL SACKS. JOHN T. BAILEY. TAXES CASCADEX.

DR. KINKELIN, AFTEB A RESIDENCE and practice of thirty years at the Northwest corner of Thirty and Uniow streets, has lately re-moved to Senth ELEVENTH Street, between MAR-KET and CHESNUT. The superiority is the prompt and perfect curse of all recent, chronic, local, and constitutional affec-tions of a special rature, is proverbial. Diseases of the akin, spearing in a hundred dif-ferent forms, totally eradicated, mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 5 A. M.

1868. -FOR NEW YORK. -THE CAMDEN AND THENTON RAILROAD COMPANY LANES. FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, ALSOD A. M., via Camden and Amboy Accommo-dation

Ate A. M., vis Canden and Jersey City Ex-

At 2 P. M., via Camden and Amboy Express., 100 At 3:50 P. M., via Camden and Jersey City Ex-

At 5 20, 8, and 10 A. M., 2 and 300 P. M. for Freehold. At 5 30 and 6 A. M., 2 and 300 P. M. for Freehold. At 5 and 10 A. M., 2 and 300 P. M. for Freehold. At 5 and 10 A. M., 1, 2, 30 and 4 30 P. M. for Treaton. At 5 and 10 A. M., 1, 2, 3 306, 4 30, 6 and 11 30 F. M. for Bordentown, Eurilagion, Esverir, and

A 15 200, 8, and 10 A. M., 1, 2, 8 326, 420, 6, and 11 30 P. M. for Bordenkown, Eurilagion, Eeverly, and Delance. At 520 and 10 A. M., 1, 2, 8, 830, 420, 6, and 11 30 P. M., for Florence. At 530 and 10 A. M., 1, 3, 430, 6, and 11 30 P. M., for Florence. At 530 and 10 A. M., 1, 3, 430, 6, and 11 30 P. M. for Edgewater, Riverside, Riverton and Palmyra, 3 P.M., for Riverton and 330 P. M. for Falmyra. At 530 and 10 A. M., 1, 8, 430, 6, and 11 30 P. M. for Fish House. The 1 and 11 30 P. M. Lines leave from Market Street Ferry (upper side). EROM KENSINGTOS DEPOT. At 7 and 11 A. M., 230, 330, and 5 P. M. for Trenton and Bristol. And at 10 5 A. M. for Schenoks. At 7 and 10 A. M., 230, and 5 P. M. for Schenoks and Eddington. At 7 and 10 15 A. M., 230, and 5 P. M. for Schenoks and Eddington.

At 7 and 1915 A. M., 230, and 5 P. M. for Schencizs and Eddington. At 7 and 1915 A. M., 230, 4, 5, and 6 P. M. for Corn-wells, Torrisdale, Holmesburg, Tacony, Wissino-holmesburg and Intermediate et ations. Fidesburg and Intermediate et ations. Fidesburg and Intermediate et ations. Fieldsburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate et ations. Fieldsburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate et ations. Fieldsburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate et ations. At 920 A. M., 130, 630, and 12 P. M. New York Ex-press Lines, vin Jersey Oity, Fare \$25 Top 930 A. M., and 670 P. M. Lines will run daily. At 930 A. M., and 670 P. M. for Tronton. At 930 A. M., 630 and 12 P. M. for Tronton. At 930 A. M., 630 and 12 P. M. for Tronton. At 930 A. M., 630 and 12 P. M. for Tronton. At 930 A. M. (Night), for Morrisvitte, Tulistown, Schenak's, Kdungton, Cornwells, Torrischas, Hoimes burg, Tacony, Wissinoming, Bridesburg, and Frank-ford.

For lines leaving Kensington Depot take the cars on Thirs having Remarking are to the one of the or the or Fina street, at the mutatreet, 30 minutes before departure. The cars on Market street Hallway run direct to West Philadelph a Depot; Chesnul and Walnut within one square. On Sundays the Market street cars will run to connect with the 950 A. M. and 6 so P. M. lines.

Peremptory Sale at 202 and 2014 Filbert street. SIX VALUABLE STEAM ENGINES AND BOILERS. On Saturday Morning. Sept. 5th. at 10 o'orcck by catalogue, at 2012 and 2214 Filbert street, without reserve, six valuable steam en-gines of the following power: 18, 16, 12, 9, 6 and 4 norme; large portable bollers, three stationary bollers, two portable bollers, stroke stacks, frames, etc. May be seen at any time. 825 45 BELVIDERE DELAWARE RAILBOAD LINES,

BELVIDERE DELAWARE NAILROAD LINES, From Kensington Depos. At740 A. M. for Nisgara Falls, Juffalo, Dunkirk, Eimirs, Ithaca, Oweso, Rochester, Binghamton, Os-wego, Byracae, Great Band, Montrose, Wilkesbarre, Schoeley's Mountain. etc. At760 A. M and 338 P. M. for Scranton, Stronds-burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 F. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehom; etc. At 5 P. M. for Lambertville and intermediate Sta-tions.

CAMDEN AND BURLINGTON CO., AND PEM-BERTON AND HIGHTSTOWN RAILROADS, From Market St. Ferry (upper side.) At 5 A. M., 1, 4, and 6'15 P. M., for Merchantsville, Moorestown Hartford, Masconville, Hainsport, Mount Holly, Smithville, Ewansville, Vincentown, Bir-micgham, and Pemberton. At 1 and 4 P. M., for Lewistown, Wrightstown, Cockstown, New Egypt, Hornerstown, Gream Bidge, Imaystown, Sharon, and Highistown.

Imlaystown, Sharon, and Highlatown.
Fifty pounds of baggage only are allowed each passenger. Passengers are prohibited from taking anytaining as baggage but their wearing appared. 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, Uitca, Rome, Syracuse, Kochester, Buffalo, Niagara Falis, and Suspension Bridge.
An edditional Ticket Office is located at No. 828 Chesnat street, where Tickets to New York and all important points North and Fast 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.

Wilmington. Leav - Philadelphia at 11:06 A. M., 250, 5:00, 7:00, and 17:30(daily) P. M. The 5:00 P. M. Train connects with Delaware Baliroad for Harrington and inter-

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD.

SUMMER ARRANGEMENT. FIVE TRAINS DAILY TO ATLANTIC CITY.

Mail..... Freight, with passenger car attoched...... Express (through in two hours)...... Atlantic Accomm dation... Returning, leave Atlantic

Haddonfield Accommodation Train leaves

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 OHESNUT 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 att D. H. MUNDY, Agent.

DEILADELPHIA AND ERIE BAILROAD.-

BEAMER TIME TABLE. Through and direct route between Philadelphia. Baltimore, Harrisburg, Williamsport, to the North-west, and the Great Oil Region of Pennayivania. ELEGANT SLEEPING CARS on all Night Trains. On and sticer MONDAY, May 11, 1885, the trains on the Philadelphia and Eric Railroad will run as follows:-

Special Excursion.....

Accommodation

Mail Freight, with passenger car. Express (through in two hours).

Bunday Mail Train to Atlantic,

Leaves Vine street.....

Gossip About the Beecher Family.

A correspondent of a Western paper says:-"The other day, riding to Lake Mahopac, I came spon a man with a familiar face. It was about two miles out of Peekskill, near the Hudson. The man was in shirt sleeves, holding a grubbing hoe in his hand, and directing some workmen at putting down draining tiles. He had a sun-burnt skin, with a sanguine expression looking through it, a tolerably corpulent body, and a pair of riding boots upon his legs. This was Henry Ward Baecher, summering on his celebrated Westchester co. farm, a place on the top of a high, almost mountain laudscape, which was, a few years back, a stony, sterile spot. By work and money, liberally applied, he has made it both valuable and beautiful. His house, for the present, is a small frame cabinet, chiefly plazza, set far up a lane, with a prospect of green field sloping down to the road, and under a large buttonwood tree, if I mistake not, a space before the house, they have held two or three family marilages. Mr. Beecher enjoys life, to all appearances, as much as any living American. He began the study of horticulture and agriculture a good many years ago, when a

young preacher at Indianapolis. "Mr. John Defrees told me the other day, when I was in his library, of Beecher's early advent as a newspaper editor. Defrees then owned the Indianapolis State Journal and Beecher was a young preacher, just come to town with a new wife and not very brilliant temporal prospects. His church had agreed to pay him \$1000 a year, but was unable to raise it promptly, so he eked out a little time by writing and editing a farmers' and gardeners' column for the Journal. This column became, directly, so popular that Detrees started an agricultural paper and made Beecher the editor

of it. "It was at Indimapolis that Mrs. Stowe visited her brother, and there, it is said, obtained the name and suggestion of 'Uncle Tom's Cabin,' which she derived from a venerable negro, once enslaved, who had a hut near the city, dubbed, by general consent. 'Tom's Cabin.' His reli-His religions nature and personal dignity and recollec-tions came aptly into the great prove epic against slavery."

Electricity on Mountains.

M. Henri de Saussure has published an interestir g paper in the *Hibliotheque Universeue* on a phenomenon which has but recently attracted attention. Having reached the summit of the Piz Surley, a mountain composed of crystallice Piz Surley, a mountain composed of crystallice rocks in the Grisons, and 3200 metres in eleva-tion, M. de Saussone and his party laid their alpenstocks against a little cairn of dry stones which crowns the summit, and prepared to take their repart. Almost at the same instant the marging fold at his hold in the lock metric. parrator felt at his back, in the left shoulder, a very acute pain. Like that produced by a pin slightly pressed into the flesh, and when he put his hand to the spot without finding anything, a

St'r J. S. Shriver, Dennis, Baltimore, A. Groves, Jr. ARRIVED YESTERDAY. Schr Yeoman, Thompson, from Coucord, Del., with lumber to Mcore. Wheatley & Cottingnam. Schr M. A. McGahan, Call, 14 days from Newbern, N. C., with shingles to Paterson & Lippincott. Schr John Johnson, McBilde, from Providence. Schr M. Griffisg, Griffing, from New Haven. Ster mer F. Franklin, Pierson, 13 hours from Balti-more. with mdse, to A. Groves, Jr. Etesmer W. C. Pierrepont, Shropshire, 24 hours from New York, with mdse, to W. M. Baird & Co. Stean or Mars, Grunley, 24 hours from New York, with mdse, to W. M. Baird & Co.

Correspondence of the Philadelphia Exchange, LEWES, Del., Sept. 1-6 A. M.-Barque Mary C. Fox. from Fhiladelphia for Portland; brig J. McGuyre. do for Portamonth, N. H., went to sea yesterday. Ship Graham's Polly, do, for Antwerp. Is now passing out in tow of tug America. JOSEPH LAFETRA.

in tow of tug America. PASSENGERS SAILED. Per steamship Juniata.—For Havana—D.H. Muller. wife, two childred. and two servants; Thos. Gonzalez. Join Sierrett. Charles Johnson. Bernard Browning Gen A. V. Kanit, W. A. McCann. F. Wyatt, J. Kane. C. D. Ludwig, W. B. Hunter. C. J. Cragin, J. O. Reiliy. For New Orleans–John A. Wentz, Jos. V. Gesaner.

MEMORANDA. Ship Tenawanda, Juius, for Philadelphia, salied from Liverpeol 19th uit, Solp Brazil, Hibbert, for Philadelphia, entered out at Loudon 21st uit.

Solp Brazil, Bibbert, for Philadelphia, entered out t Loudon Zist uit. Sbip Herschel, Friedrichs, sailed from Hamburg 19th II, for New York-not as before. Steamsbip Roman, Howes, for Philadelphia, cleared t Boston Elst uit, Barque Geestemunde, Kubiken, hence for Ham-uirg, was off Isle of Wight 19th uit, Barque Alpha, Torgersen, hence for Konigaburg, in he Sourd, Elsinore, 18th uit, Barque Lakemba, Ninott, for Philadelphia, cleared at savanab yesterday. Barque Lakemba, Rood, sailed from Bremerhaven 7th uit - not stated where bound. Brig Gzelle, Cole, for Philadelphia, sailed from Ath uit, State uit, Sourd, State Cole, Sourd, Sourd, State Cole, Sourd, State Cole, Sourd, Sourd, Sourd, State Cole, Sourd, Sourd

file Sthult. Brig Ortolan, Leeman, hence, at Gibraltar 14thult., d Cleased 15th for Genoa Brig E cort, Baker, hence, at Gibraltar 14thult.,

Brig E cort, Baker, hence, at Gibraltar 14th ult., waiting orders. Brig Neille, Capero, from Naples for Philadelphia, at Gibraltar 15th ult. Brig Clara P, Gibbs, Parker, hence, at Gibraltar 15th ult., waiting orders. Brig Frontier (of Portland, Me.), Skinner, hence for Portland, inden with cosi, went ashore on Monday on Quogue basch. The New York Submarine Company's ateamer Philip has gone to her assistance. Brig Fri, Sears, hence at Faim outh 20th ult. Brig Five Brothers. Thurlow, hence for Stettin, in the Sound Elsinore, ich ult. Brig Gibr, Pettigrew, hence, at Marsellies 15th ult. Brig Wm. H. Parks, binmons, at Bangor 25th ult., from Wiscasset.

Brig Wm. H. Parks, Elmmons, at Bangor 2831 dia, from Wiscasset. Schr Ekylark, Loring bence, at Gibraltar 14th ult. Schra Revenue, Gandy, hence for Boston; L. W. Hine, Lane, hence for Hartord; and Beel, Strong, Carroll, hence for New London, at New York 1st Inst. Schr E Jehnson, Reed, from Boston for Philadel-phia, at Holmes' Hole 36th ult. Schris Lingle C Hickman, Lawson, hence for Ports-mouth, and T. Lake, Adams, from Boston for Phila-ceiphia, at Holmes' Hole 36th ult. Schr Westmoreland, Rice, hence, at Prøvidence 31st ultime.

Schr Martha Maria, Dean, for Philadelphia, sailed om Providence 3ist ult. Schr J. B. Cunningham, Roff, hence, at Norwich

Schr J. H. Bartlett, Harris, Lence, at Newport 29th

Schr Hannah Blackman, Jones, for Philadelphia, sated from Bristol also uit Schr A. M. Edwards, Hinson, hence, at Richmond Elst uit.

Schr Lottle, Taylor, for Philadelphia, cleared at

Schr Lotlie, Taylor, for Philadelphia, cleared at Boston Slat ull. Bohr M. E. Van Cleaf, McCobb, for Philadelphia, Schr Henry Hubbard, hence for Boston, with 380 Cons of Cumberland coal, west ashore at 10 o'cleck on Mondsy night on the south side of block Island. She lies in a very exposed situation, and it is doublid whether she can be got off. Stermer G. H. Shout, Ford, hence, at Georgetown, D. C. Istinat.

D. C. 1st inst. Steamer Tscony, Nichols, for Philadelphia, cleared at New York yesterday.

Steamer Theony, Nichols, for Philadelphia, cleared at New York yesterday. NOTICE TO MARINERS The Italian Government has given notice that from the 25th day of July, 1855, a new light would be ex-bibiled from a Lighthouse on the east end of Caprara, Tremiti Islands. The light is a fixed white light, visible through an are of 25k% degrees, or from between the bearings BE, by E, %, E, easterly (S, 65% degrees E.), round by S, and W, to N, by E. % E. (N 13 degree). Juleo through an are of 3% degrees in the direction of the anchorage and obtained formed by the islands of St. Niccola, Ore-iraccio and S, Domino, It is elevated 18 test above the level of the sea, and in diear weather it should be seen from a distance of 17 miles. The illuminating apparatus is dioptric or by lenses, of the fourth order.

a towar is othernal in shape, white, and attached a geoper's dwelling, which is colored yellow. I bearings are megnetic. Variation 12 degrees erly in 1863.)

fig in 1864.) ommined of their lordships, GEO, HENRY RICHARDS, Hydrographer, GEO, HENRY RICHARDS, London, Aug. 10, 1868. Hydrographic Office, Admiralty, Lon-

FOR CAPE MAY VIA WEST JERSEY RAIL. General Contraction of the contract of the con

orders can also be left for Baggage, which will be called for and checked at residences by the Union

WEST JERSEY RAILROAD LINES. West Mark Andrew M

Woodbury Accommodiation train at 600 P. M. Bridgeton and Salem Freight Train leaves Camden ally, at 12 (noon.) Commutation Checks between Philadelphia and all

stations at reduced rates. WILLIAM J. SEWELL, Superintendent.

BALTIMORE AND OHIO RAILROAD.

D Trains between WASHINGTON AND BALTI. MORE, and WASHINGTON AND THE WEST are

MORE, and WASHINGTON AND THE WEST are now run as follows, viz.:-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 615 and 700 A. M., and at 200 and 435

Leave at 615 and 700 A. M., and at 200 and 425 P. M. FOR ANNAPOLIS. Leave at 7:00 A. M. and 4:30 P. M. No trains ito or from Annapolis on Sunday. FOR 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., 4:50 and 6:45 P. M. On Saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M., and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. On saturday at 7:45 A. M. and 2:30 P. M. Through Tickeis 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 Baakers' and Brokers' Telegraph Line, NO, 3:5 Pennsylvania avenue, between Sixth and Seventh streets. For New York, Philadelphia, and Boston, see ad-verisement of "Through Line." I. L. WILSON, Master of Transportation. L. M. COLE, General Ticket Agent. 2571 GEORGE S. KOONTZ, Agent, Washington.

2254] GEORGE S. KOONTZ, Agest, Washington, PREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Ealiroads, froz Wainti Street wharf. INCREASED DESPATCH. Freight for all way points on the Comden and Amboy, Freehold and Jamesburg, and Burlington County Rairoads, forwarded at 12 o'clock Noon. For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belviders Ball-ronds, forwarded at 25, P.M. For New York, at 12, 25, and 5 P. M. Freight received from 7 A. M. to 6 P. M. A ship memorandum, appediving the marks and numbers, shippers and consignees, must in every in-stance be sent with each load of goeds. WAITER FREEMAN, Agent, No, 226 E. Delaware Avenne, Philadeiphia.

FAST FREIGHT LINE, VIA NORTH DENNSYLVANIA BAILROAD, to Wilkes-barre. Mahanoy City, Mount Carnel, Centralia, and all points on Lehigh Valley Railroad and lis branches.

all points on Lenigh valuey failtont and in branches. By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandiae consigned to the above named points. Goods delivered at the Through Freight Depot, B. E. corner of FRONT and NOBLE Streets. Before 5 P. M. will reach Wilkeebarre, Meant 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 THE RAMES EARLESS COMPANY, OFFICE No. 320 CHESNUT Street, forwards Parcela, Fackstee, Merchandise, Bank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. 277 JOHN BINGHAM, Superintendent,

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 215 P. M. BAGGAGE - Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot, Orders can be left at No. 225 5. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD.

PENESYLVANIA CENTRAL RAILROAD, SUMMER TIME, TAKING EFFEOT MAY 11, 1868. The trains of the Pennsylvania Central Relived leave the Depoi, at THIETY-FIRST and MARK BT Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes be-fore its departure. The Chesnut and Wainut Streets cars run within one square of the Depot. On Sundays-The Market Street cars leave Front and Market streets thirty minutes before the de-pariture of each train. Bietping Car Tickets can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot. Agenus of the Union Transfer Company will call for and deliver biggage at the depot. Orders left at No. 301 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:-A 00'8

and if solutify F. M. The solo F. M. Train connectine with Delaware Raliroad for Harrington and inter-mediate stations. Tesve Wilmington 700 and \$10 A. M. (daily), 130 415, and 730 (daily) P. M. The solo A. M. (daily), 130 act stop between Chester and Philadelphia. FROM BALTIMORE TO PHILA DELPHIA. Leave Baltimore 725 A. M., Way-Mall: 940 A. M., Express: 225 P. M., Express; 635 P. M., Express; 835 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Grace, Perryville, and Wilmington. Also stops at North-East, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washing-ton or Baltimore, and st Chester to leave passengers from blackets to all points West, South, South-west, may be procured at the Ticket Office, No. 528 CHESNUT Street, and be the continental Hotel, where, also, state-rooms and berins in sleeping cars can be seconred during the day. Fersons purchasing lickets at his office can have their baggage checked at heir residences by the Union Tranager Company 451 E. KENNEY, Superintendent, CHORTEST ROUTE TO THE SEA-SHOKE!

 Market arrothes
 ARRIVE AT DEPOT, VIZ.-

 TRAINS ARRIVE AT DEPOT, VIZ.-

 Checknast Express

 Philadel his Express

 To A. M.

 Paol Accommodation No. 1

 Park deburg Train

 910 A. M.

 Park deburg Train

 936 A. M.

 Fast Line

 936 A. M.

 Lancaster Train

 936 A. M.

 Paol Accommodation, Nos. 2 and 3.3 40 and 710 P. M.

 Day Express
 500 P. M.

 Day Express
 500 P. M.

 Harrisourg Accommodation
 956 P. M.

 Harrisourg Accommodation
 956 P. M.

 Hour Liber Information apply to
 For further information apply to

 NOHN C ALLEN, Ticket Agent, NO, SU CHESNUT Street,

JOHN C. SOI CHESNUT Street, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE,

Ticket Agent at the Depot Ticket Agent at the Depot The Pennsylvania Railroad Company will not as-sume any risk for Baggage, except for Wearing Ap-parel, and limit their responsibility to One Hundred Doliars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS, 42b General Superintendent, Altoona, Pa. by special contract. JED WARD H. WILLIAMS, 422 General Superintendent, Altoona, Pa. PHILADELPHIA, GERMANTOWN, AND NOBRISTOWN RAILROAD.-TIME TABLE, FOR OERMANTOWN, ALLROAD.-TIME TABLE, Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A, M., 1, 2, 35, 33, 4, 5, 55, 610, 7 8 9, 10, 11, 12 P, M. Leave Germantown 6, 7, 75, 8, 520, 9, 10, 11, 12 A, M., 1, 2, 8, 435, 6, 00, 7, 8, 9, 10, 11, 12 P, M. The 820 Down Train, and 35, and 68 Up Trains will not atop on the Germantown Branch, ON SUNDAYS, Leave Philadelphia 5, A, M. 2, 7, 10% P. M. Leave Germantown 5, A. M. 1, 6, 93 P, M. Leave Chestnut Hill 716, 8, 940, and 1110 A. M., 140 S40, 540, 540, 540 and 1040 P. M. Leave Chestnut Hill 750 A. M. 1240, 540 and 925 P.M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 5, 15, 2, 8 and 7 P. M. Leave Chestnut Hill 750 A. M. 1240, 540 and 925 P.M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 75, 9, and 1105 A. M. 15, 3, 45, 55, 64, 805 and 115 P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M., 15, 3, 45, 55, 64, 805 and 115 P. M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Norristown 7 A. M., 5700 and 9P, M. Leave Manayuk 610, 74, 620, 90%, and 115, 3, 45, 56, 68, and 139 P. M. Leave Manayuk 610, 74, 620, 90%, and 115, 3, 45, 56, 68, and 9P, M. Leave Manayuk 610, 74, 620, 90%, and 115, 3, 45, 56, 68, and 9P, M. Leave Manayuk 610, 74, 620, 90%, and 115, 3, 45, 56, 56, and 139 P. M. Leave Manayuk 610, 74, 620, 90%, and 115, 3, 45, 56, 56, and 139 P. M. Leave Manayuk 610, 74, 620, 90%, and 115, 3, 45, 56, 56, and 139 P. M. Leave Manayuk 610, 74, 620, 90%, and 115, 3, 45, 56, 56, and 139 P. M. Leave Manayuk 610, 74, 620, 90%, and 115, 3,

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