THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, OCTOBER 15, 1868.

MACHER

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er Trein...

y, except Eunopy, ce Western accommodation Train runs daily, ex-sundar. For this train lickois must be pro-o and basinge delivered by 500 P. M., at No. 116

TRAINS ARRIVE AT DEPOT, VIZ

Day Express Barrbourg accountedation For further information apply to For further information apply to No. 60 CHESNUT Street, CAPT. F. D. MAY, CaPT. F. D. MAY, Continental Hotel, FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE, The Pennayivasia Redroad Company will not as-sume any risk for Baggage exceept for Wearing Ap-parel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, nuless taken by special contract. EDWARD H. WILLIAMS, 425 General Superintendent Alwona, Pa.

kesburg Train.....

BEN WADE.

He Makes a Forcible Comparison.

Senator Wade delivered a characteristic speech in Cincinnal on the 18th inst, It was his maiden speech of the campaign, and was unusu-ally bitter and pungent. We make the following extracts. extracu:-

SCOTT, M'CLELLAN, HOOKER, GRANT. Now, sir, I occupied a position during the war in Cot gress, and I made it my duty to be more than orematly observant of what passed in the military line. I was on that committee called the Committee on the Conduct of the War. I endeavored to watch the actions of every military man as well as I could. I need not tell you, sir, that everything seened to go entirely wrong for a great while. We tried McClellan, and I now beg to say, for I may have said, unintentionally. that he never did anything right, because he has awarded generaliship to General Grant, and I was straid he had not the honesty or the shrewdness to do that; but I give him the

credit of that. Now, sir, I have watched General Grant. Your affairs all went wrong und General Grant was made General-In-Chief. I wish I had time go, step by step, along with the management of our general officers from the time of Generals Scott and McClellan and Hooker and all the rost until it came into the hands of General Grant but I-will only sum up by saying what you af know, that up to that time everything went so adverse that the Democrat e party triumphed every time we not with disaster and defeat. They went finally to Chicago to select their candidate, and there they openly declared, in the face of the enemy, triumphant so far, that we never could conquer them, that four years of fauture 1 ad shown that we could not conquer the South.

GRANT AND M'OUELLAN AS GENERALS.

And then General Grant was placed at the head of analys, and from the time that he toox helm military affairs are shown to hav straightened up in every department of that great and errible conflict, involving the action of more than a million of men, scattered from the Guif to the Potomac and from the Indian country to the atlantic Occan, covering a terri-tory of accursed enemics wider spread and more malignant and determined than ever was overrun and conquered by Napoleon B na-parte or by Julius Covert. General Grant took the helm; he seemed to comprehend the whole field. Your armies were put in the right places; they had their orders to co-operate. He straightened out your army in all its parts, the brave boys then under his command seconding with a bravery and courage never excelled, nor even equalled, by any other soldiery on God's arth enabling that great commander by degrees to gather in upon all quarters of the enemy, moving upon their works until he conquered

and crushed the bones of this giant. I have not the hardibood to say McClellan was not a general; he was a general; he was a kind of cot cal general from the start. First of all be badn't courage or capacity; nor hal he the will. He was their can lidate for the Presidency as soon as he showed his hand. Men do not like to kill their constituents--(laughter) -and he held off and did just nothing at all. keeping an army of two hundred thousand mon on the banks of the Potomac eleven long months, suffered your espital to be beleaguered, approached by the enemy, and your communi-cations to be all cut of but one during that time, and that by a fee not numbering forty thousand men.

A Paris Habit, and Foul at That.

The Paris correspondent of the London Slor writes as follows: -

Among the curiosities of Paris life decidedly are the small carts which, from 5 to 6 o'clock every morning, call at the back gates of embassies, palaces, ministeres, restaurants, hotels, and great houses in general, to purchase; the remains of the entremets, desserts, and dinners in general, left, not by the upper ten thousand only, but like wise by their servants, and sold every morning by their cooks to the emis-saries of a race of costermongers called "arlequins," whose stalls at the "Halles." are furnished forth by these "baked m-ais" which made their debut at the tables of those who rule our destinies. The carts are closed in, and recognizable by the sort of chimneys in the top to admit of free circulation of air; the remains are thrown pete-mele into the carts. and paid for by weight. You may imagine the aspect presented by this otla podrida when it reaches the "arlequin" stall. The first process is the *triage*, or sorting—a work of no small difficulty when portions of lobster $a \, la$ Mayon-naise besmeared with soup $a \, la$ Julienne have to be extracted from the remains of a fruit tart in which they are imbedded. The most pre-sentable motsels are pared, cleaned (?), and arranged on a dish, this process taking place in some remote corner, far from human kep, as, naturally, its mysteries would not attract cus-tomers. Strange to say, by 12 o'clock these scraps off rich men's plates are eagerly bought up by a certain class of poor who prefer the savory flavor to more wholesome food. What cannot be sufficiently pared and arranged for human appetite is sold for the food of pet house dogs. Italian greyhounds, and such like aristocratic quadrupeds. The bones, however, found in this detritus are carefully put aside, and sold to the manufacturers of concentrated meat-essence lozenges, and by them, after they have boiled them down, sold to the makers of animal black, much in demand by house painters, etc. But to return to our friends the "arle-quins." This trade of buying up the remains of our friends' side dishes and second courses is by no means a bad one-many of those who pursue it retiring at the end of a few years on four or five hundred a year. Pas mal! next branch of this trade is the bakers en vieux, which reminds one of the sign which attracts many a trae lover of antiquities, "Moribond de Meubles en Vieux." Ancient furniture, even though stained by age and rust, we all appreciate; but ancient bread, stained by ink and mould, we scarcely relish. Yet it is a remu-nerative trade to collect the crusts thrown away by college boys or dropped by these careless youngsters in their playgrounds, trampled on and inked ottentimes, but gathered by chif-foniers and sold to these second-hand bakers, and by them sorted. The cleanest of these soiled and uninviting crusts are dried in an oven, ra-ped, and then sold for the "croute pot," with which soup all familiar with French cuisines are well aquainted. Furthermore, these choice bits of old bread are cut up into the three-cornered morsels which, fried in butter, adorn the dishes of the vegetables, etc., we enjoy at our favorite restaurant. But there yet remains a mass of mud-steined, dust-soiled scraps which once were brend; this is worked up in a mortar, pulverized, and sold as the chapehare blanche in which our cuticis are dressed, or, to use the tecunical term, pine; and as the chapelure brune which is silled over the small hums called jambonneaux. There still remains a dust which it has been impossible to ork up-this is blackened in the oven and reduced to an impatpable black powder, mixed with honey, to which are addid a few drops of peppermint, and sold as an infallible cute for toothache, for which aliment it is said to be quite as efficacious as anything "recommended by the faculty."

7s. 6d. to a guinea or publication on three successive Sundays, which many of them double when they publish twice on one Sunday, and triple when all the three publications take place on the same day -au irregular course, but one which is allowed to meet the wishes of folks who want to be married in a hurry. Everybody, it appears, grumbles at these exactions, but the seasions clerk stands out for his dues, and, like another Old Man of the Sea, he is too firm in his seat to be shaken off."

THE RESIGNATION OF PRESIDENT HILL .- The resignation of Thomas Hill, D. D., of his office of President of Harvard College, has been tendered and accepted. The office having be-come vacant by the death of Cornelius Conway Felton, LL. D., on the 26th of February, 1862, the Corporation made choice of Thomas Hill. D. D., late President of Antioch College, Ohio, as his successor, and this appointment was confirmed by the Board of Overseers on the 6th of the next October. His inauguration took place on Wednesday, March 4, 1868, when Josiah Quincy, Edward Everett, Jared Sparks, and Dr. Walker, ex-Presidents, honored the occasion, and Governor John A. Andrew invested him with the office, remarking:-"It is worthy the best ambition of a wise man, a faithful citizen, and a cultivated scholar." It is understood that Dr. Hill will resume his residence in Waltham. Several gentlemen are named as his successor. Among the most favorably montioned are J. Lothrop Motley and Professor Peabody .- Boston Journal.

-An English justice sent a boy to prison for a month for stealing eight apples, valued at a penny.

-Senator Sprague, of Rhode Island, has nearly recovered from the effects of his late accident.

-Edwin Forrest is said to have paid transportation to New York, board, and admission for a New Hampshire admirer.

-The Zouave Jacob does not take pay for his miraculous cures, but expects every patient to buy one of his photographs.

RAILROAD LINES.

N ORTH PENNSYLVANIA RAILROAD.-THE MIDDLE ROUTE -Shortest and most airect line to Bethlehem, Easton, Allentown, Mandi Chank, Hasleton, White Havan, Wilkesbarre, Ma-hanoy Oity, Mouni Carmel, Pittsion, Scranton, Carbon-sale, and all the points in the Lehigh and Wyoming Coal Region.

Coal Region. Fassenger Depot in Philadeiphia, N. W. corner of BERKS and Abis HIUAN stress. ELEVEN DALLY TRAIN --On and after WEDNESDAY, July 20, 186 Passenger Trains leave the New Depot. corner of BERKS and AMERICAN streets. daily (Sundays er cepted), as follows:-At 645 A. M.-Accommodation for Fort Wash-ington.

At 645 A. M.-Accommodation for Fort Wash-ington. At 745 A. M.-Morning Express for Bethlehem and Principal Stations on North Pennsylvania scalirosd, connecting at Bethlehem with Lehigh Valley and Lehigs and Susquehanna Raliroads for Easton, Al-lentown, Catasaoqua, Slatington, Masch Ohunk Weatherly, Jenuesville, Halleton, Mitse Haven, Wils eccarre, Kingston, Pitsson, and all polots in Le-high and Mahanoy Essiroad for Mahanoy City; and with Catawisea Rairoad for Mahanoy City; at 2 P. M. Passengers by this train cau take the Lehigh yailey Train, passing Echlehem at 1155 A M. for Eastoc, and points on New Jersey Central Baliroad to New York.

Valley Train, passing Eethlehem at 1155 A M. for Eastor, and points on New Jersey Contral Ealiroad to New York.
At 845 A. M. -Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro' and Harusville, by this train take Stage at Old York Road.
At 1020 A. M. -Accommodation for Fort Washing on. topping at all intermediate Stations.
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At 1020 A. M. -Accommodation for Fort Washing on. topping at all intermediate Stations.
At 1020 A. M. -Accommodation for Bort Washing on topping at all intermediate Stations.
At 235 P. M. -Accommodation for Doylestown.
Stepandosh, Mt. Carmel, Pittston and Scranton, and sill points to Mahanoy and Wyoming Coal Regions.
At 235 P. M. -Accommodation for Doylestown.
stopping at all intermediate stations.
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stopping at all intermediate stations.
At 236 P. M. -Accommodation for Doylestown.
stopping at all intermediate stations.
At 236 P. M. -Accommodation for Doylestown.
stopping at all intermediate stations.
At 560 P. M. -Accommodation for Doylestown.
At 560 P. M. -Through accommodation for Hartsville take stage at Abington: for New Hope at Doylestown.
At 560 P. M. -Through accommodation for Hethle-bem and all stations on main line of North Pennasyl-vanis Hallroad, connecting at Bethlehem with Le-high valley Lehigh and Susquebanna Evening Train for Faston. Allentown Mauch Chunk.
At 620 P. M. -Accommodation for Jost Washing-Nation Allentown Mauch Chunk.
At 1030 P. M. -Accommodation for Sort Washing-tor faston. Allentown Mauch Chunk.
At 1030 P. M. -Accommodation for Fort Washing-tor States Allentown Mauch Chunk.
At 1030 P. M. -Accommodation for Fort Washing-tor TakINS AREIVE IN PHILADELPHIA.

TRAINS AREIVE IN PHILADELPHIA. com Bethlehem at 900 and 11'05 A. M., 2'00 and From 1 8-80 P. M.

RAILROAD LINES.

READING BAILBOAD.-GREAT TRUNK

READING KAILKOAD,-GINAT TRUNN CLINE from Philadeiphia to the interior of Penusylvania, the Schuyikili, Susquehanna, Cum-berland, and Wyoming Valleys, the North, North-west, and the Canadas. Summer Arrangement of Passenger Trains, Monday, August 5, 1868, 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 IOWN.

MORNING ACCOMMODATIONS.-At 789 A, M. for Reading and all intermediate stations, and Allen town.
 Returning, leaves Reading at 830 P. M., arriving in Philadelphia at 915 P. M.
 MORNING EXPRESS.-At 815 A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Famagua, Sunbury, Williamsport, Einnira, Bochester, Nisgara Falls, Buffalo, Willkeebarre, Pittaton, York, Carliele, Chambersburg, Hagerstown, etc.
 The 730 train connects at Reading with the Sast Pennsylvania Raliroad trains for Allentown, etc., and the 515 A, M. connects with the Lebanon Valley train for Allentown, etc., and the 516 A, M. connects with the Lebanon Valley train for Harrisburg, etc.; st Port Clinton with Catawisas Raliroad trains for Williamsport, Lock Haven, Emira, etc.; at Harrisburg, etc.; store Clinton with Catawisas Raliroad trains for Williamsport, Lock Haven, Emira, etc.; at Harrisburg, etc.; or connecting, Vork, Chambersburg, Pinegrove, etc.
 AFTERNOON EXPRESS, - Leaves Philadelphia at 50 P. M. cor Reading, Potaville, Harrisburg, etc., onnecting with Reading and Coumbia Raliroad trains for Coumbia Raliroad trains to coundita Raliroad trains the Cook Haven, etc., and the state of the Action of the State o

READING ACCOMMODATION-Leaves Reading

READING ACCOMMODATION-Leaves Reading at 7 80 A. M., stopping at all way stations; arrives in Philadelphin at 10 15 A. M. Ectorning, leaves Philadelphia at 5'15 P. M.; arrives in Eccoling at 806 P. M. Trains for Philadelphia IcayS.Harrisburg at 8'10 A. M., and Potteville at 8'45 A. M., arriving in Philadel-phia at 1 P. M. Alternoon trains leave Harrisburg at 2'05 P. M., and Poteville at 2'35 P. M.; arriving at Philadelphic at 6'55 P. M. Harrisburg, accommentation leaves Reading at 7'15 A. M., and Harrisburg at 4'10 P. M. Connecting at 8'60 P. M., arriving at 4'10 P. M. Connecting at 8'60 P. M., arriving to Philadelphia at 9'15 P. M. Martisburg, accommentation leaves areading at 7'15 A. M., and Harrisburg at 4'10 P. M. Connecting at 8'60 P. M., arriving to Philadelphia at 9'13 P. M. Martee train, with a Passenger car atsoched, leaves

740 F. M., arriving to Philadelphia at 918 F. M. Market train, with a Philadelphia at 918 F. M. Philadelphia at 12:45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations. All the above trains ron daily, Sundays excepted. Bunday trains leave Pottsville at 808 A. M., and Philadelphia at 315 P. M.; leave Philadelphia for Bending at 860 A. M., returning from Besding at 412 P. M.

P. M. UMENTER VALLEY RAILBOAD.-Passengers or Downlogdown and Intermediate points take the '20 A. M., 1245 and 420 P. M. trains from Philade-bia, returning from Downingtown at 639 A. M., 106, and 646 P. M.

and 545 P. M. FERRIOMEN RAILEDAD, --Passengers for Skip-patk take 7:50 A. M. and 420 P. M. trains from Phila-de phila, returning from Skippack at \$10 A. M. and 125 P. M. Etage lines for various points in Perkiomen Valley connect with trains at Collegeville and Skip-and

Valley connect with trains at Collegeville and Skippack.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.-Leaves New York at 9.4 M., 5.00 and 500 F.M., passing Reading at 120 A M., 134 and 1010 P. M., and connect at Harrisburg with Penosylvanik and Northern Central Saliroad Express Trains for Pitzsburg, Chicago, William port, Emira, Battmore, etc. Ecuaraing, Express Train leaves Harrisburg, at 250 and 525 A. M., 935 P. M., passing Reading at 144 and 706 A. M., and 1140 P. M., arriving at New York, 1070 and 1145 A. M. and 500 P. M. Steeping Care accompanying these trains through between Jersey City and Pitzsburg, without change.
Man and 205 P. M. Mail train for Harrisburg at 810 A. M. and 205 P. M. Mail train for Harrisburg is 8210 A. M. and 205 P. M. Mail train for Harrisburg is 8210 A. M. and 205 P. M. Mail train for Harrisburg is 4810 A. M. and 205 P. M. Mail train for Harrisburg is 4820 P. M. SCHUYLKHLL VALLEY RAILROAD.-Trains leave Potaville at 645 11730 A. M. and 540 P. M., returning from Tamaqua at 835 A. M. and 215 and 435 P. M.

P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-BOAD.-Trains leave Auburn st735 A. M. for Pine-grove and Harrisburg, and at 1235 P. M. for Pine-grove and Transburg, and at 1235 P. M. for Pine-grove and Transburg. And at 1235 P. M. for Star Star P. M., and from Tremont at 740 A. M., and 535 P. M.

230 P. M., and from Tremont at 740 A. M., and essee 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 Philadelphia to Reading aud intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Besding and Potatown Accommodation Trains, at reduced rates.

and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at raducedrates. The following tickets are obtainable only at the Office of B. Bradford, Treasurer, No. 237 S. Fourth street. Philadelphia, or G. A. Nicolls, 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 \$5250 each, for families and firms. Season Tickets, for three, six, nine, or tweive months, for holders only, to all points at reduced rates.

months, for holders only, to all points at reduced rates. Clergymen residing on the line of the road will be furnished with cards, earlicing themseives and wives to tickets at half fare. Excursion Tickets from Philadelphis to principal stations, good for Satu day, Sunday, and Monday, at reduced tare, to be had only at the Ticket Olice, at Thirteenth and Callowhill streets. FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets. Freight Trates leave Philadelphia daily at 4:35 A. M., 12:46 moon, 8:00, and 5 P. M., for Reading, Lebanon, Harrisburg, Potsville, Port Clinton, and all points beyond.

W RAILLOAD - WINTER ARRANGEMENT, -On and atter MUNDAY, October 5, 1845, Trains will leave as follows:-Leave, Philadeiphia, from the Depot, THIRTY-FIRST and OHESNET SUPPORT AND THE REYbeyond. Malis 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 Bag-gage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot. Thirteenth and Callowhill streets.

STEAMBOAT LINES. **BAILROAD LINES.**

PENESYLVANIA CENTRAL RAILROAD. PHILADELPHIA AND TREN-ton Bleamboat Line, - The ateamb at ELW IN FORREST leaves ARCH scropt Wharf, for Trenton, stopping at Taccorr, Torrendale, Severity, Burlington, Bristol, Florence, Robbins' Wharf, and FALL TIME, TAKING EFFECT SEPT. 18, 1808. FALL TIME, TAKING EFFECT SEPT. 18, 1895. The trains of the Pennsylvanis Central Hairrad. eave to be Arpon. as THIRTY-FIEST and Marks of screets, which is reached directly by the Margat uree cars the last car connecting with each train eaving Front and Market street Liriy mindles be-fors in detarture. The Chennit and Walnut Streets arts run within one square of the Depol. — On Sundays—The Market Street cars leave Front and Market atreets thirty-five minutes before the de-orature or each train. — Bietping Car Tickets can be had on application at interts, and at the depol. — Agents of the Union Transfer Company will call or and deliver baggage at the depol. Orders left at No. 90 December of No. 18 Market street, will receive attention. — TRAINS LEAVE DEPOT, VIZ:— Mail Train.

Burlington, Briatol, Florence, Robbins' Whatt, and White Hill. Leaves Arch Street Wharf Leaves South Transon. : Saturday, Oct. 10, S. A.M. Saturday, Oct. 10, B. M. Sunday, Oct. 11, to Burlington, Bristol, and inter-neodlate landings, leaves Arch street wharf at S.A.M. Monday, Oct. 12, 10 A.M. Monday, Oct. 12, 2 P.M. Toesday, "18, 10 A.M. Tuesday, "18, 2 P.M. Tuesday, "18, 10 A.M. Tuesday, "18, 3 P.M. Thursday, "18, 11 A.M. Wedday, "15, 8 P.M. Thursday, "16, 12 M. Friday, "16, 4 P.M. Friday, "16, 12 M. Friday, "16, 4 P.M. Fare to Trenton, 50 cents each way; Interm diate places, 25 cents. 4 11

FOR WILMINGTON, CHESTER, AND HOOK. - Fare, 10 cents Excour-sion tickets. If c-ots. The element Alit. I leaves OHESNUT Street wharf at 545 A. M., and returning leaves Willauling-ten as 2 P. M. Excursion U.S.S. 15 cents. The otening S. M. FRIZION leaves (OHESNUT Street Wharf at 3 P. M. Fare, 10 cents. 10 12W

OPPOSITION TO THE COM-Bienmer JOHN SYLVESTER will make daily Stenmer JOHN SYLVESTER will make daily

excursions to Wilmington (Suncasys excepted), togen-ing at Choster and Marcus Hook, leaving ARCH Street whar at 10 A. M. and 4 F. D. (returning, leave Wilmington at 7 A. M. and 1 F. M. Light freights taken, L. W. BURNE, \$ 25 Lf Captain.

DAILY EXCURSIONS. THE splendid steams at JOHN A. WAIN whith reaves CHESNUT Street Wharf, Philada, at 1 o'clock and 6 o'clock P. M. for Burlington and Bristol, touching at Riverton. Torresdale, Andatuala, and Beveriy. Returning, leaves Bristol at 7 o'clock A. M. and f.P. M. Fare, El cents each way: Excursion 40 cts. 6 litt

FOR NEW YORK-SWIFT-SURE Canal, on and after the 18th of March, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern ines. For treight, which will be taken on accommodating terms, apply to No. 125 S. DELAWARE Avenue.

SUNDAY EXCURSION.-CHANGE OF TIME.-The spiendid stee mer 1WiLlGHT leaves Chosnut street wharf at 8% A. M., and 2 P. M., for Burlington and Bristol, touching at Tacony, Riverton, Andalusia, and Be-verly, Leaving Bristol at 10% A. M. and P. M. Fare, 25 cents. Excursion, 40 cents. 10 10 s tf

SHIPPING.

LORILLARD'S STRAMSHIP LINE

FOR NEW YORK.

 General Superintendent Altoons, Pa.
 HILADELPHIA, WILMINGTON AND BAL-TIMORE RAILROAD. TIME TABLE.
 Commencing MONDAY. October 5, 1888, Trains with have Depot corner of BROAD Street and WASH-INGTON Avenue as follows: way-Maill Train at 820 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, con-necting with Delaware Railroad at Wilmington for Criateld and Intermediate Stations.
 Express Train at 1145 A.M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Brace. Connects at Wil-mington with train for New Castle.
 Express Train at 1145 A.M. (Sundays excepted) for Baltimore and Washington, stopping at Ohester, Thurlow, Linwood, Claymont, Wilmington, Newport, Statom, Newark, Elkton, Northess, Charlestown, Perryville, Havre-de-Grace, Accideen, Ferrymar's, Edgewood, Magnolis, Chase's and Stemmer's Run.
 Might Express at 1136 P. M. (Dairy) for Eastmore and Washington, stopping at Clester, Thurlow, Cin-wood, Claymont, Wilmington, Newark, E kton, Northesst, Perry Ville and Havre-de Grace.
 Passengers for Fortreas Monroe and Norfolk will take the 146 A. M. Train Will Millerton TRAINS.
 Stopping at all stations between Philadelphis and Will Mington.
 Leav Philadelphis at 1160 A. M. 330, 540, and From and after this date, the rates of ireight by this line will be ten cents per 100 ibs. \heavy goods; four cents per foot, measurement; one cent per gallon for liquids, ship's option. One of the Steamers of this Line will leave every Tuesday, Thursday, and Saturday. Goods received at all times on covered plers Ali goods forwarded by New York agent free of charge, except cartage.

For further information, apply on the pier to JOEN F. OHL. 8 25 6423

 5 25 620
 JOHN F. OHL,

 FOR LIVERFOOL AND QUEENS.

 TOWN.-Inman Lane of Mall Steamers

 are appointed to sall as followa:

 CITY OF PARIS, Saturday, October 10.

 CITY OF LONDON, Saturday, October 10.

 CITY OF BALTIMORE, Saturday, October 20.

 CITY OF BALTIMORE, Saturday, October 21.

 CITY OF BALTIMORE, Saturday, October 21.

 Aute and eaternate Tuesday, at 1 P. M., from Pier 43. North I liver.

 RATES OF FASSAGE BY THE MALL STEAMER

 MALTIMORE, Saturday, October 21.

 PAY OF MALTIMORE, Saturday, October 20.

 PASSAGE BY THE MALL STEAMER

 MALTIMORE, Saturday, October 20.

 Payable in Gold.

 Payab

NORTH COMPANY. NORTH AMERICAN STEAMSHIL-Through Line to California via Panama

Rallroad. NEW ARRANGEMENT. Bailing from New York on the 3th and 20th or SVERY MUNTH, or the Gay before when these date.

NEW EXPRESS LINE TO ALEX-andria, Georgetown, and Washington D. C., via Chesspeake and Delaware Ganal, with con-nections at Alexandria from the most direct route for L, nchourg, Bristol, Knoxylile, Nashyllie, Dalton and the Southwest. Steamers leave regularly every Saturday

PHILADELPHIA, RICHMOND AND NORFOLK STAMMSHIP LINE, THLOUGH FREIGHT ALL LINE TO THE SOUTH AND WEST. EVERY SATULDAY, At noon, from FIRST WHAT'F above MARKET

At noon, from FIRST WHA''F above MARKET Street. TH ROUGH RATES and TH NOUGH REORIPTS to all points in North and Son. A Carolina, via Ses-board alr Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee and the West, via Virginia and Tennessee Air Line and Richmond and Daaville Railroad, Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OT LER LINM. The regularity, safety, and cheapness of this route commend it to the public as the most desirable me-dium for carrying every description of treight. No charge for commission, drayage or any expanse of transfer. Steamships insured at lowest rates. Freight received daily. WILLIAM P. CLYDE & OO, NO, 14 North and bouth WHARVES. W. P. PORTER, Agent at Richmond and City Point. T De ORDWELL & CO. Agents at Norfolk. 610

T, P. CROWELL & CO., Agenis at Norfolk. 612

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.,

N. E. Corner of FOURTH and RACE Sts.,

PHILADELPHIA,

WHOLESALE DRUGGISTS.

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AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS.

COAL.

B. MIDDLETON & CO., DEALERS IN COAL. Kept divunder cover. Frepared expressly for manify use. Yard, No. 125 WASHINGTON Avenue. Office No. 514 WALNOT Street. Fr

BOOTS AND SHOES,

HAVING ALTERED AND ENLARGED MY Store, No. 230 N. NINTH street, I havite atten tion to my increased stock (of my own masufacture) of Die POOTS, SHOES, GAITERS, Etc., of the inteel atyles, and at the lowest prices. 916 Stm ERNEST SOPP.

LOWEST PRICES FOR CASE.

DEALERS AND CONSUMERS SUPPLIED AT

rinia.

AUCTION SALES.

BUNTING, DURBOBOW & CO., AUCTION-of Bank siriet, Successors to John S. Mysrs & Co.

LARGE SALE OF CARPETINGS, FLOOR OIL CLATE, 1870. On Friday Morning. October 16, at 11 o'clock, on four months' credit, about 200 pieces of ingrain. Venetian, 1186, hemp, col-tage, and rag carpetings, oll cloth, etc. 10 12 45

LARGE SALE OF FRENCH AND OTHER EURO-FEAN DRY GOODS, ETC, On Monday morning. Oct, 19, at 10 o'clock, on 4 months' credit. [10 15 5t

LARGE SALE OF 1500 CASES BOOTS, SHOES, ETC, ETC.] On Tuesday morning, Oct. 20, at 10 o'clock, on 4 months' credit, [10 14 51

LIPPINCOTT, SON & CO., AUCTIONEERS, ASHBURST BUILDING, NO. 240 MARKET

LARGE POSITIVE SPECIAL SALE OF 200 CASES STRAW, FELT AND VELVET HATS AND BONNETS, BY CATALOGUE, Outober 16, at 10 o'clock, comprising a full assort-ment of newest styles has and bonnets, in straw, ielt, and velvet, for ladies', misses', and children's wear.

Also an invoice of artificial flowers, milliners, goods, ric

THOMAS BIECH & SON, AUCTIONEERS OFF COMMISSION REBUHANTS, NO. 1115 OFFENUT Street; rear entrance No. 1107 Sancom et

CHEEN UT Street: rear cutrance No. 110? Eaheom 41 Fale at No. 110 Chesnut street. SUFFEIOR HOUSEHOLD FURNITURE. PIANO-FORTES, FINE CARPETA, MIRRORS, PARLOR ORGAN, EEWING MACHINES, EIC, OR FICES, FINE CORPETA, MIRRORS, PARLOR OR FICES MIRCORS, PARLOR ON FICES MORE AND A COMPANY Commer dig at 9 o'clock, at the auction store, No. 110 Chesnut street, will be sold a large as sorament of superior nonsehold furniture, from families deciling house kreping-comprising, viz-Rosewood parlor uit, covered with skills brecatelic spleadid resewood elagere: walked parlor suits, in plush and reps; wal-nut a deboards; wardrotes; Brussels, tapesky, and ingrain carpets: extension dining tables; walnut chamber suits; French plate mantel and pier mirrors; china and gias, ware, etc.

chamber suits: srence plate manter and pler mirrors; china and glas.ware, etc. PIANO FORTES. -Elegant resewood plane forts, mede by Reichenbach & vo.: do. do. do. made by H. Hardman; do. do. made by Philadelphia Co. PARLOR ORGANS.-Elegent resevood parlor or-gen, made by Alexander of Paris; elegant walnut do. ELECTRICAL MACHINE.-Also, one large and superior electrical machine.

SEWING MACHINES, -Several superior sewing SILVER PLATED WARE. -An invoice of suiver-

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

Sale at No. 1833 Arch street. SURPLUS HOUSEHOLD FURNITURE. FINE FRENCH PLATE MANTEL AND PIER MIRRORS-ELEGANT VELVET, BRUSSELS AND OTHER CARPETS, RTC. On Friday Morning. Oct 16. at 10 o'clock, at No. 1338 Arch street, below Broad street, by catalogue, the surplus household furniture, comprising superior wainut par.or and disiter from and chamber farniture: thes French plate mantel and pler mirrors; elegant veivet. Brus-sels, and other carpets, etc. (1014 2t

VALUABLE MISCELLANEOUS BOOKS AND ILLUSTRATED WORKS ON PAINTING, SCULP-TURE, DRAWING, ETC. On Friday Afternoon, Oct. 16 at 4 o'clock, including Jrilian Posts, 130 vola, half calf; Dickens' Works, 25 vola; Atlantic Monthly, 19 vola. etc. etc. 10 14 22

CLAFK & EVANS, AUCTIONEERS, NO. 630 CHESNUT Street.

Will sell THIS DAY, Morning and Evening, A large invoice of Biankets, Bed Spreads, Dry Goods, Cloths, Cassimeres, Hoslery, Stationery, Table and Pocket Cutlery, Notions, etc. City and country merchants will find bargains. Terms cash, Goods packed free of charge, 929

C. D. MCCLFES & CO. AUCTICNEERS No. 505 MALENT Street. 18

SALE OF 1700 CASES BOOTS, SHOES, BROGANS, ETC. On Monday Morning, October 19, commencing at 10 o'cicotk, we will self, by catalogue, for cash, 1700 cases men's, boys' and youth's boots, shoes, brogans, baimora's, etc. Also, a superior assoriment of ladles', misses', and childrens' woar. 19 15 2

MARTIN BROTHERS, AUCTIONEERS,-M (Lately Salesmen for M. Themas & Sons.) No. 529 CHESNUT SL, rear entrance from Minor.

Eale at No. 1918 Vine street. HANDSOME WALNUF HOUSEHOLD FURNI-TURE, OAK DINING ROUM SUIF ELEGANY BRUSSELS AND VENETIAN CARPETS, FINE UHINA AND GLASSWARE, ETC. On Tuesday morning, October 20, at 10 C'clock, at No. 1sil Vine street, by Catalogue, the handsome oliced walnut furniture, including suits handsome walnut parior furniture, covered with fine crimson rept olied walnut cham ber suits, fine mattresse; elegant oak sideboard, ar-

ber sulls, fine mattresses, elegant oak sideboard, ex-tension table, wainut hall stand and chairs, superior bedstead, elegant Brussels Venellav, and obber car-pets oli cloths, fine French china and cut glassware, kilchen forn.ture, utensils, etc. etc. May be examined on the morning of sale after \$ valoat

STOVES, RANGES, ETC.

NOTICE.-THE UNDERSIGNED Wonid call attention of the public to his NEW GOLDEN EACLE FURMACE. This is an entirely new heater. It is so con-structed as to at once commend itself to general favor, being a combination of wrought and cast from. It is very simple in its construction, and is perfectly alr-tight; self-cleaning, having no pipes or droms to be taken out and cleaned. It is so arranged with upright dues as to produce a larger amount of heat from the same weight of coal the as any furnace now in mea-the hygrometric condition of the air as produced by monstrate that it is the only Hot Air Furnace that will produce a perfectly healthy atmosphere. The to will to call and examine the Golden Eagle, CHARLES WILLIAMS. Nos, that and tils MARLET Surget,

A large assortment of Ocoking Ranges, Fire-boar Stoves, Low Down Grates, Ventilators, etc., alway

on hand, Jobbing of all kinds promptly done. Sint THE PRINCIPAL DEPOR

FOR THE SALE OF

REVENUE STAMPS,

No. 304 CHESNUT STREET.

CENTRAL DEPOT, No. 103 S. FIFTH ST.,

(One door below Chesnut street),

ESTABLISHED 1862.

at the Old-Established Agency.

fully and gratuitously furnished.

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Address all orders, etc., to

On \$25 and upwards.....

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The sale of Revenue Stamps is still continued.

The stock comprises every denomination printed by the Government, and having at all

times a large supply we are enabled to fill and

forward (by Mail or Express), all orders, imme-

diately upon receipt, a matter of great impor-

United States Notes, National Bank Notes,

Drafts on Philadelphia, and Post Office Orders

Any information regarding the decisions of

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The following rates of commission are allowed

STAMP AGENCY,

No. 304 CHESNUT STREET, PHILADELPHIA

UNITED STATES POSTAGE STAMPS of

all kinds, and STAMPED ENVELOPES con-

D.B. KINKELIN. AFTER A RESIDENCE and practice of thirty years at the Northwest comer of Third and Union Streats, has lately re-moved to Stouth ELEVENTH Street, between MAR-KET and CHESNUT. Bissuperiority in the prompt and perfect onre of all recent, chronic, local, and constitutional affec-tiors of a special nature. Is proverbial Basases of the akin, appearing 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. o 9 P.M.

..2 per cent.

14

the Commissioner of Internal Revenue cheer-

NOTICE.-THE UNDERSIGNED

Nos. 1132 and 1134 MARKET Street, Philadelphia

o'clock.

[10 14 58

plated ware.

Scotch Marriages.

An English paper says:-"The changes proposed in the marriage law of Scotland are sweeping, and appear likely to provoke a great amount of opposition. 'The most Protestant country in the world' is the only one that has remained unshaken in its adherence to the ancient canon law, the leading principle of which is that mere 'consent makes marriage. How fruitfai this charmingly simple and lamentably loose rule has been in ruinous litiga-Rud tion the records of the Scottish courts and of the English House of Lords abundantly attest, and if it were universally acted upon few pe peopl whether they were married or not. But the practice of our Scottish bretbren in this respect is better than their theory. Regular mar-riages, after publication of banns, at which ministers officiate, are most in favor, and are, indeed, considered the truly correct thing. But large numbers of the lower orders' are said to be driven to marry irregularly, or to live in concubinage, by the exactions of the parish clerks, to whom parties wishing to publish the banus are compelled to apply. These officers have a sliding scale of their own, ranging from

1465 A. M. and 2000 P.M. Trains makes direct connec-tion with Lehigh Valley and Lehigh and Susquehanne trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazteton. Passengers leaving Wilkesb City, and Hazleton. Passengers leaving Wilkesbarre at 1'45 P. M. con-nect at Bethlehem at 6'05 P. M., and arrive in Phila delphia at 8'30 P. M. From Doylestown at 8'25 A. M., 5'00 and 7'00 P. M. From Lansdel 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 Bethlehem at 9:30 A. M. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2:00 P. M. Doylestown for Philadelphia at 7:00 A. M. Bethlehem for Philadelphia at 4:30 P. M. 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.

Union Line rub within a short where of the depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare. ELLIS CLARK, Agent. Tickets sold and Baggage checked through to prin ofpal points, at hann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

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

At 5'50 A. M., via Camden and Amboy Accommo-Ats A. M., via Camden and Jersey City Ex-.12.2

At 2 P. M., via Camden and Amboy Express... 800 At 3 St P. M., via Camden and Jersey Otty Ex-

At 5 30 and 8 A. M., 2 and 3 30 P. M., for Freehold. At 5 30 and 8 A. M., 2 and 3 30 P. M., for Freehold. At 5 30 and 8 A. M., 2 and 3 30 P. M., for Freehold. At 5 and 10 A. M., 2, 330 and 4 30 P. M. for Trenton. At 5 30, 8, and 10 A. M., 1, 2, 3, 8 30, 4 30, 6, and 11 30 P. M. for Bordentown, Burington, Beverly, and

Delanco, At 5 30 and 10 A. M., 1, 2, 3, 8-30, 4-30, 6, and 11-30 P. M., for Florence.

At 5:39 and 10 A, M., 1, 2, 5, 5:30, 4:30, 6, and 11:30 P. M., for Florence. At 5:38 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Paimyra. 2 P. M. for Riverton and 3:30 P. M. for Paimyra. At 5:30 and 10 A. M., 1, 8, 4:30, 6, and 11:30 P. M. for Fish House. The 1 and 11:30 P. M. Lines leave from Market Sireet Ferry (upper aide). FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line Fare 53. At 7 and 11 A. M., 2:30, 8:40, and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. for Bristol. At 7 and 11 A. M., 2:30, and 5 P. M. for Schanoks

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

At 7 and 1915 A. M., 2'30, and 5 P. M. for Schencks and Eddington. At 7 and 1915 A. M., 2'30, 4, 5, and 6 P. M. for Gorn-wells, Torrisdale, Holmesburg, Tacony, Wissino-ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADELFHIA DEPOT, Vis Connecting Railway, At 9'80 A. M., 1'00 6'30, and 12 P. M. New York Ex-press Lince, vis Jerney City, Fare, §2: At 1 A. M., Emigrant Line, Fare, §2: At 1 A. M., Emigrant Line, Fare, §2: At 1 A. M., and 6'30 P. M. Lines will run daily. All others, Sundays only-New York Express Line, Fare, §2: At 9'30 A. M., and 6'50 P. M. Lines will run daily. At 9'30 A. M., 1'60 6'30, and 12 P. M. for Trenton. At 9'30 A. M., 1'60 6'30, and 12 P. M. for Trenton. At 9'30 A. M., 1'60 6'30, and 12 P. M. for Bristol. At 9'30 A. M., City, and 12 P. M. for Bristol. At 9'30 A. M., City, and 12 P. M. for Bristol. At 9'30 A. M., City, and 12 P. M. for Bristol. At 9'30 A. M., City, and 12 P. M. for Bristol. At 9'30 A. M., City, and 12 P. M. for Bristol.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Chemutstreet, 50 minutes before departure. The cars on Market street Rallway run direct to West Philadelphia Depot; Chesout and Walnut within one square. On Sundays the Market street cars will run to connect with the 9 50 A. M. and 6 30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES, From Kensington Depot. At 706 A, M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owaço, Rochester, Binghamton, Os-wego, Syracnas, Great Bend, Montroze, Wilkesbarre, Schooley's Mountain, etc. At 706 A. M. and 350 P. M. for Scranton, Stronds-burg, Water Gap, Belvidere, Easton, Lambertville, Fiemington, etc. The 356 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-tions.

tions.

CAMDEN AND BURLINGTON CO., AND PEM-BERTON AND HURLINGTON CO., AND PEM-BERTON AND HIGHTSTOWN RAILROADS, From Market BL Ferry (upper aide.) At 7 and 10 a. M., 1, 830, and 630 P. M., for Mer-chantsville, Moorestown, Hartford, Masonwille, Hains-rort, Mount Holly, Emithville, Ewansville, Vincen-tows Birmingham, and Pemberton. At 7 A. M., 1 and 370 P. M., for Lewistown, Wrights-tows, Cookstown, New Egyst, Hornecitows, Orean Ridge, Imisystown, Sharon, and High stowa. September 14, 1903.

September 14, 1868.

PHILADELPHIA AND ERLE RAILROAD, THROUGH AND DIRECT NOUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURJ, WILLIAMSFORT, AND THE GREAT OIL RE-GION OF PENNSYLVANIA.

GION OF FENNSYLVANIA. Elegant Steeping Cars on all Night Trains. On and after MONDAY. September 14, 1868, the trains on the Philadelphia and Eric Rairoad will

ALFRED L. TYLER, General Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RALLROAD -TIME TABLE, FOR ORRIANTOWN, LEAVE TABLE, FOR ORRIANTOWN, LEAVE TABLE, Sold, 32, 4, 5, 654, 6, 10, 1, 89, 10, 11, 12 A. M., 1, 2, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11, 12 P. 50. Leave Germantown 6, 7, 75, 5, 820, 9, 10, 11, 12 A. M., 1 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P. M. Thes 52 Jown Train, and 33 and 52 Up Trains will not stop on the Germantown Branch, ON SUNDAYS. Leave Philadelphia 95, A. M. 2, 7, 10% P. M. Leave Germantown 85, A. M. 1, 6, 9% P. M. CHISTNUT HILL RAILROAD. Leave Philadelphia 3, 5, 10, 12, A. M., 2, 3%, 5%, 7, 9 and 1P. M. Leave Chestnut Hill 7710, 8, 9%, and 11 10 A. M., 1% 3%0, 5%0, 6%0 and 10%0 P. M. Leave Philadelphia 5%, A. M. 2, 20, 5% 5%, 7, 9 and 10, P. M. Leave Chestnut Hill 7%0 A. M. 12%0, 5 40 and 925 P. M. Leave Chestnut Hill 7%0 A. M. 12%0, 5 40 and 925 P. M.

Leave Chestnut Hill 750 A. M. 1240, 540 and 925 P. M. FOR CONSHOHOCK EN AND NORRISTOWN. Leave Philadelphia 5, 75, 9, and 1105 A. M. 15, 3, 49, 55, 64, 846 and 112 P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M., 15, 4, 49, 64, 846 and 10, P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M., 15, 4, 49, 64, 846 and 10, P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M., 15, 4, 49, 64, 846 and 10, P. M. Leave Philadelphia 9 A. M., 230 and 715 P. M. Leave Norristown 7 A. M., 630 and 9 P. M. Leave Philadelphia 9 A. M., 230 and 1105 A. , 15, 3, 45, 65, 65, 800, and 115 P. M. Leave Philadelphia 75, 9, and 1105 A. , 15, 3, 45, 65, 65, 800, and 115 P. M. Leave Manayunk 610, 75, 820, 95, and 115 A. M., 2, 25, 5, 65, and 9 P. M. Leave Philadelphia 9 A. M., 25 and 7M P. M. Leave Manayunk 75, A. M., 6 and 95 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

W EST JEESEY RAILROADS.-FALL AND WINTER ARRANGEMENT. From foot of MARKET Street (Upper Ferry). Commencing WEDNESDAY, September 16, 1868. TRAINS LEAVE AS FOLLOWS. For Cape May and stations below Millyttle, 525

G A S F I X T U R E S.--MISKEY, MERRILL & THACKARA, No. 718 CHESNUT Street, manufacturers of Gas Fixtures, Lamps, etc., etc., would call the strention of the public to their large and elegant assoriment of Gas Chandellers. Pendants, Brackets, etc. They also introduce gas pipes into dwellings and public buildings, and attend to extend, ing, altering, and repairing gas pipes. All work warranted. 8113

Superintendent. FREIGHT LINES FOR NEW YORK AND

 THEIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all statictions on Canden and Amboy and Connecting the conneconnecting the connecting the connecting the

Stopping at all stations between Philadelphis and Wilmington.
Leav. Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:6 F. M. The 5:00 F. M. Train connects with Delaware-Railroad for Harrington and inter acdiate stations, Leave Wilmington 7:00 and 5:10 A. M., 1:30, 4:15, and 7:00 F. M. The 5:10 A. M. Train will not stop between Chester and Philadelphia.
The 7:00 F. M. Train from Wilmington runs daily. All other Accommodation trains Sondays excepted.
FROM BALTIMORE TO FHILADELFHIA.
Leave Baltmore 7:25 F. M., Express, SUNDAY TRAIN FROM BALTIMORS, Magnolia, Perryman's, Aberdeea, Havre-us-chaos, Perry 7110, Charlester, Wilmington, Cleymon', Linwood, and Onester.

Through tickets to all points, induced, and Through tickets to all points West, South, and South west, may be procured at the Ticket Office, No. 538 CHESNUT Street, under the Continental Hotel, where, also, state-rooms and berths in sleeping cars can be secured during the day. Persons purch-sing tickets at this office can have their baggage clacked at their regidence by the Union Transfer Company. 484 H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA

FIRST and CHESNUT Streets, 745 A. M. 11 A M., 200 P. M., 415 P. M., 400 P. M., 615 and 11 & P. M. Leave west Chester for Philadeiphia, from Depot on heat Market street, at 625 A. M., 745 A. M., 800 A. M., 1045 A. M., 155 P. M., 470 P. M., and 6065 P. M. Trainsleaving West Chester at 800 A. M., and leav-ing Philadeiphia at 450 P. M., will stop at B. C. Junc-tion and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving West Chester at 745 A. M., and going West will take the train leaving Philadeiphia at 4 50 P. M., and transfer at B. C. Junc-tion.

 BYLET MONTH, of the day briefs when there date fail ou isonday.
 Pessage lower than by any other line,
 For information address
 Pier No. 46 NORTH, ZIVER, New York,
 No. 217 WALNUT Street, Pailadelphia, Fa.,
 W. H. WEBB, President, UHAS, DANA, Vice Pres Ofnec.-54 EXCHANGE Plac., New York, 839m The Depot in Philadelphia is reached directly by The Depot in Philadelphia is reached directly by the Chesnut and Walnut Sireet cars. Those of the Market Street line run within one square. The cars of both lines contect with each train upon is seried.

care of both lines concert with card and a strival. ON SUNDAYS, Leave Philadelphia at 530 A. M. and 200 P. M. Leave West Chester at 755 A. M. and 400 P M. Trains leaving Philadelphia at 745 A. M. and 450 P. M. and leaving West Chester at 800 A. M. and 450 P. M. connect at B. C. Jonction with Trains on P. & B. C. R. R., for Oxford and Intermediate points. 4109 HENRY WOOD, General Sup't.

and the Southwest. Steamers leave regularly every Saturday at noon from the first wharf sours Mars at street. Freight received daily. No. 14 North and South Wharves. J. B. DAVIDSON, Agent at tworgstown. M. ELDRIDGE & Co., Agence at Alexandria, Vir-ginia. 61 **H**AST FREIGHT LINE, VIA NORTH PENNSYLVANIA BAILROAD, to Wilkes-barre, Mahanoy City. Mount Carmel, Centralia, and all points on Lehigh Valley Railroad and its branches. NUTICE.-FOR NEW YORK, VIA DELAWARE AND FARITAN CANAL. AAPRESS STEAMBOAT COMPANY. The Steam Propellers of this fue leave DAILY from first where below Market Bucos. Goods forwarded by all the inter going out of New York. North, East, and West, free of commission. Freights received at our usual low rates. WILLIAM P. CLAIDE of CO., Agents. No. 14 S. WHARVES, Philadeiphia, JAMES HAND, Agent. No. 119 WALL Street, corner of South, New York.

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 jat the Through Freight Depot, E. K. corner of FRONT and NOBLE Streets, Before 5 P. M., will reach Wilkesbarre, Mont 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

CARRIAGES.

GARDNER & FLEMING

CARRIAGE BUILDERS.

No. 214 SOUTH FIFTH STREET,

TRUSSES.

GAS FIXTURES.

O B N S X C H A N RAG MANUFACTORY,

JOHN T. BAILEY & CO.,

N, E. corner of MARKET and WATER Streets.

DEALERS IN RAGE AND BAGGING DEALERS IN RAGE AND BAGGING Of every description, for Grain, Flour, Sait, Super-Phesphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand 2 [23] John T. Balley. JAMES CASCADES.

OHN

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PHILADELPHIA

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BELOW WALNUT.

An assortment of NEW AND SECOND-HAND CARRIAGES always on hand at REASONABLE

nce.

PRIUSS.

"SEELEY'S HARD RUBBER TRUSS. No. 1347 CAESNUT Street, This Truss cor-rectly applied will cure and retain with ease the most difficult ropture; always clean, light, easy, said, and comfortable, meed in bathing, filted to form, never ronts, breaks, solis, becomes limber, or moves from place. No strapping, Hard Rubber Abdominal Sup-porter, by which the Mothers, Corpulent, and Ladies suffering with Female weakness, will find rollef and perfect support; very light, neat, and effectual. Fils instruments Shoulder Braces, Elastic Biockings fo weak limbs, Suppensions, etc. Also, large stock bes Lesther Trusses, half usual price. Lady in sticard. nos. 1597wfm

P. M. For Milliville, Vineland, and intermediate stations 8'15 A. M., 8'45 P. M. For Bridgeton, Salem, and way stations 8'15 A. M and 3'30 P. M. For Woodbury at 8'15 A. M., 3'15, 3'30, and 6'00 P. M.

For Woodbury at 8'15 A. M., 8'15, 3'50, and 6'00 P. M. Freight train leaves Camden daily at 12 o'clock

Freight received at second covered whasf below Wainut street, daily. Freight Delivered No. 278 South Delaware avenue, WILLIAM J. SEWFELL, Superintendent.

9 15

CARPENTER AND BUILDER. SHOPS: NO. 218 LODGE STREET, AN NO. 1788 CHEANUT STREET,