

CITY COUNCILS.

The regular stated meetings of these bodies were held yesterday afternoon.

SELECT BRANCH—Mr. Stokley, president, in the chair.

A petition signed by a number of citizens of the Tenth Ward was received, asking the City Council to locate the new public buildings at Penn square, instead of Independence.

A communication was received from the City Solicitor, conveying the information that the deeds granting the title to Huntingdon Park to the city prohibit the sale of liquor upon the premises.

An application from the Board of Health was received asking for the use of a tug boat during the quarantine season to ply between the city and the Lazaretto. Referred to the Committee on Health.

Mr. Jones offered a written request from numerous forwarding firms, asking for a street to be set apart for their business with the assurance and guarantee that after having erected warehouses and tracks, they may not be forced to remove them. Laid on the table.

A note from the Board of School Controllers was received in relation to the purchase of two school lots in the twenty-eighth ward; another one, from the same source, recommending the creation of a permanent loan of \$831,700 for the erection of new school-houses.

Mr. Francis offered a resolution directing the removal of the sleepers and cross-ties in Broad street, from Olive to Vine, and the re-paving of the disturbed area. Adopted.

The Committee on Girard Estates reported an ordinance providing for the lease of lands of the Girard Estates in Schuylkill and Columbia Counties to certain corporations for fifteen years, from the 1st of July, 1892. Passed.

A report was received from the Committee on Railroads. The charges against the Committee that undue interference had been brought to bear upon them to effect the removal of the tracks from Broad street, had been investigated and are found without foundation.

Mr. Francis presented a communication from the President of the Southwork Railroad Company, stating that, upon the payment of \$16,666, the rails can be removed from South street to Washington avenue. This sum is the amount lost to stockholders by the removal. Referred to Committee on Railroads.

The Committee on Railroads reported that it is inexpedient to legislate now upon the subject of setting apart any certain locality for the use exclusively of forwarding merchants.

Mr. Francis moved to recommit the report with an ordinance providing that Washington avenue, Twenty-third street, Lehigh avenue, Swanson street from Washington avenue to South street, and Penn street from South to Pine shall be set apart for the use of the forwarding trade, and that the rails shall not be interfered with until the year 1900. Each merchant who desires to lay a rail shall pay a license of one hundred dollars for the privilege, and an annual rent of fifty dollars for the use of the turnout.

The motion to recommit was agreed to by a vote of 15 to 10.

The Committee on Law reported a resolution directing the Commissioner of City Property to lease Poplar-street wharf, Delaware, for one or three years. A long discussion ensued. Not agreed to.

Mr. Fox, from the Finance Committee, reported back the resignation of Mr. Francis, with a request for its withdrawal. Mr. F. complied.

The ordinance prohibiting the sale of merchandise upon the sidewalks and the erection of fruit stands was indefinitely postponed.

Common Councils amendments to the bill for the erection of a school-house in the Twenty-first Ward was concurred in.

The resolution requesting the Mayor to return the bill disbanding the South Penn Hose Company was concurred in.

Also, a resolution to extend the fire alarm telegraph to the depot of the Chestnut and Walnut street Railway Company, and an ordinance relative to the suspension of the Mechanic Engine Company. Ad-journed.

COMMON COUNCIL.—President Joseph P. Marcer, Esq., called the Chamber to order at a quarter past three o'clock.

Mr. Williams, President of the Citizens Passenger Railway Line was received a communication requesting the location of a signal-box in the railway depot. Referred.

Mr. M. Mooney sent to Councils a petition requesting the transfer of his contract for the building of a sewer on Locust street west of Ninth to Mr. E. S. McGee. Referred.

Thomas J. Barger, Esq., City Solicitor, presented the following:

LAW DEPARTMENT, April 15, 1892.—To City Councils.—Enclosed is a copy of an ordinance approved March 18, 1892, providing for the transfer of the control of the cleaning of the streets of the city from Councils to the Board of Health; also, a communication from three of the present contractors for cleaning the streets to the Mayor, stating their intention to quit work on the 14th instant, upon the alleged ground that their contracts are determined by the act men-tioned. The act authorized by the Board of Health to enter into contracts for cleaning the streets, and the third section thereof requires said contracts to be submitted to and approved by the City Solicitor. Under these circumstances and examination of the contracts referred to and an approval or disapproval of the same by me, acting as the City Solicitor, for the interests of the city, might be deemed a full compliance with my duty. On the other hand, however, my position as law officer of the city, the magnitude of the interests involved, and a desire to obtain redress from defaulting contractors, provided the health of the city be not thereby jeoparded, have induced me to lay the matter before the Councils with the hope of obtaining some action which shall make my course clear. Respectfully, T. J. BARGER, City Solicitor.

The City Solicitor also presented an opinion on the effect that the act of Legislature passed March 19, 1892, takes from Councils the control of bridges, highways, etc., in the Twenty-second Ward.

Mr. Nichol offered a resolution requesting the Mayor to return the resolution disbanding the South Penn Hose Company. Agreed to.

Mr. Dillon, by resolution, asked for the return from the Mayor of the ordinance granting permission to Mr. James Masterson to erect an iron awning. Agreed to.

A map of the city was presented by H. J. Toudy & Co., and a resolution of thanks was passed.

Mr. Wagner presented a resolution directing the Committee on Girard Estates to inquire what legal steps are necessary relative to the passage of the City Trust bill by the Legislature.

Mr. Hatzell moved to refer to the Committee on Law and City Solicitor. Not agreed to.

The resolution then passed.

Mr. Wagner offered a resolution returning thanks to A. W. Henszey for opposing the city trust bill.

He had disgraced himself and the people he represented.

Messrs. Wagner and Hanna defended the Senator, when Mr. Hatzell called the yeas and nays on the passage of the resolution, resulting yeas 25, nays 11. So the resolution passed.

Mr. Smith, from the Committee on Fire and Trusts, reported a resolution directing the Chief Engineer of the Fire Department to restore to service the Mechanic Engine Company. Agreed to.

Also, an ordinance locating a fire-alarm in the depot of the Chestnut and Walnut Street Passenger Railway Company. Agreed to.

Also, a resolution directing the Chief Engineer of the Fire Department to strike from the roll of the Department the name of the Independence Engine Company.

Mr. Dillon moved to postpone for the present.

Mr. Hatzell moved to indefinitely postpone.

Mr. Nichol said that the statements of Mr. Smith, to the effect that ten members of the Committee were present and that they were unanimous in disbanding the company, were not true. The evidence did not warrant the report from the Committee.

Mr. Smith said he had made a mistake in reference to the number. There were only nine members present, and he believed the resolution was passed almost unanimously.

Mr. Hatzell withdrew his motion, and moved an amendment to the effect that the name of the South Penn Hose be added to the resolution.

The amendment was not agreed to, and the resolution passed by a vote of 32 yeas to 12 nays.

Mr. Evans reported a resolution to re-arrange and fix the boundary lines of the Election Divisions in the Second and Seventh Wards. The first resolution was recommitted to the committee, and the second agreed to.

Mr. Evans also offered resolutions to change the places of voting in the Seventh and Eighth Divisions of the Twentieth Ward, Seventh Division of the First Ward, and Fifth Division of the Eleventh Ward. Agreed to.

The Committee on Claims reported an ordinance appropriating \$148 50 to the Spring Garden Hose and Hook and Ladder Company for damage sustained to their apparatus at the fire at Twentieth and Jefferson streets. Agreed to.

The Finance Committee, through its chairman, Mr. Shoemaker, reported the following bills:

Ordinance appropriating \$71 for printing for the Supreme Court.

Resolution instructing the City Controller to countersign certain warrants.

Ordinance authorizing the Mayor to execute a deed for certain real estate at Vine and Albion streets. These were all agreed to.

The Highway Committee reported the following bills, which were adopted:

Resolution to pave Girard avenue and Harrison and Fairhill streets.

Resolution to pave Hutchinson street from Jefferson street to Columbia avenue.

Resolution to pave Woodland street from Front to Jasper street, and Woodland street from Chestnut to Twenty-first.

Ordinance appropriating five hundred dollars for the paving of Long Lane.

Ordinance granting the Lincoln Monument Association permission to erect a monument at Broad and Girard avenue.

The Police Committee reported a resolution granting permission to Mr. John Bird to use the city telegraph poles. Agreed to.

Also, an ordinance to build a bridge over Broad street to connect the sugar manufactories of Messrs. Frazier, Rogers & Company. Agreed to.

The Select Council bill relative to coal land leases was concurred in.

The Law Committee reported an ordinance appropriating \$500 to the property owners in Woodbine avenue, for damages sustained by the opening of said avenue. Passed.

An amended ordinance offered by Mr. Dillon, authorizing Mr. Masterson to erect an iron awning, was agreed to.

The select Council bill relative to removing the cross-ties and sleepers from Broad street, and the repairing of the street, was referred to the Highway Committee.

The bill to open Fifteenth street from Carpenter street to Washington avenue, was made the special order for five o'clock on Thursday next.

The Select Council bill of instructions to the City Controller was concurred in.

A resolution, requesting the Mayor to furnish Councils with the names and location of the policemen on duty at the present time, was agreed to.

A communication from Broad St. Merchants, requesting Councils to name the street on which the city rails are to be laid, so that they can make arrangements for building warehouses, was referred, and the Chamber adjourned.

TRAINS LEAVE DEPOT, VIZ.— 8:00 A. M. Paoli Accommodation, 10:30 A. M., 1:10 and 9:00 P. M. East Line. 11:00 A. M. Erie Express. 12:00 P. M. Harrisburg Accommodation. 2:30 P. M. Lancaster Accommodation. 4:00 P. M. Parkersburg Train. 5:30 P. M. Erie Express. 6:00 P. M. Harrisburg Accommodation. 7:45 P. M. Philadelphia Express, 12 Night.

Erie Mail leaves daily, except Sunday, running on weekdays to Williamsport, and on Sunday day night passengers will leave Philadelphia at 12 o'clock.

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

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be purchased and baggage delivered by 5 P. M., at No. 115 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.— 3:10 A. M. Cincinnati Express. 8:10 A. M. Paoli Accommodation. 8:30 A. M. 5:40 and 7:30 P. M. Erie Mail and Buffalo Express. 9:00 A. M. Parkersburg Train. 10:30 A. M. Lancaster Train. 12:30 P. M. Erie Express. 2:30 P. M. Harrisburg Accommodation. 4:00 P. M. Erie Express. 5:30 P. M. Harrisburg Accommodation. 7:45 P. M. Philadelphia Express.

For further information apply to JOHN VAN LEE, Ticket Agent, No. 901 Chestnut Street.

FRANCIS FUNK, Ticket Agent, 1210 Market Street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any liability for loss of or damage to baggage, and limit their responsibility to One Hundred Dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken up by special contract.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1892, Trains will run as follows: Leave Philadelphia from New Depot, THIRTY-FIRST and CHESTNUT STREETS, 7:30 A. M., 9:30 A. M., 1:30 P. M., 4:15 P. M., 6:30 P. M., 7:15 and 11:30 P. M.

Leave West Chester from Depot, on East Market street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:30 P. M., 4:20 P. M., 6:20 P. M., 7:00 P. M.

1868.—FOR NEW YORK.—THE CAMDEN AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND VICE VERSA.

FROM WALNUT STREET WHARF. At 8:30 A. M., via Camden and Amboy Express, 8:25 A. M., via Camden and Jersey City Ex. Mail, 9:00 A. M., via Camden and Jersey City Express, 9:30 A. M., for Amboy and intermediate stations.

At 6:30 and 8 A. M. and 9:00 P. M. for Philadelphia. At 8:30 and 10 A. M., 12:30, 4:30, 6, and 11:30 P. M. for Bordentown, Burlington, Beverly, and Deloit.

At 9:30 and 10 A. M., 1:30, 4:30, 6, and 11:30 P. M. for Florence, Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Florence and Riverton.

The 1 and 11:20 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, 83c.

At 7:30 and 11 A. M., 2:30, 5:30 and 5 P. M. for Trenton and Philadelphia. At 9:15 A. M. for Bristol. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

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

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway. At 9:45 A. M., 1:20, 4, 6:30, and 12 P. M. New York Express Lines, via Jersey City. Fare, 85c.

At 12:30 P. M., Trenton, and 4:15 A. M., 9:45 A. M., 1:20, 4, 6:30, and 12 P. M., for Trenton.

At 8:30 A. M., 6:30, and 12 P. M. for Bristol. At 12 P. M. (Night), for Morrisville, Tullytown, Schenck, Edgington, Cornwallville, Torresdale, Holmesburg, Tacony, Wissinoming, Bridgetown, and Frankford.

The 9:45 A. M., 6:30 and 12 P. M. Lines will run daily. All others, Sundays excepted.

For Lines leaving Kensington depot, take the cars of Third or Fifth Avenue, and arrive at 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chestnut and Walnut within one square.

Connect with the Market street cars which will run to connect with the 9:45 A. M. 6:30 and 12 P. M. Lines.

BEAVERDE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT. At 7:30 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Oswego, Rochester, Binghamton, Olean, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schoenher's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Beaverde, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

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

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1:30, 3:30, and 5:30 P. M., for Merchantville, Moorestown, Hartford, Massonville, Hainesport, Mount Pleasant, Burlington, Vineland, Hiramsville, and Pemberton.

At 7 A. M., 1:30 and 3:30 P. M. for Lewistown, Wrightsboro, New Egypt, Hightstown, Cream Ridge, Hightstown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD. FALL TIME, TAKING EFFECT NOV. 22, 1891. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET STREETS, when it is reached directly by the Market Street car on the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chestnut and Walnut street cars run within one square of the Depot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, or at the Ticket Office, No. 115 Market street, will receive attention.

MAIL TRAINS LEAVE DEPOT, VIZ.— 8:00 A. M. Paoli Accommodation, 10:30 A. M., 1:10 and 9:00 P. M. East Line. 11:00 A. M. Erie Express. 12:00 P. M. Harrisburg Accommodation. 2:30 P. M. Lancaster Accommodation. 4:00 P. M. Parkersburg Train. 5:30 P. M. Erie Express. 6:00 P. M. Harrisburg Accommodation. 7:45 P. M. Philadelphia Express, 12 Night.

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READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, NORTH, NORTHWEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1892. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations and Allentown. Returning, leaves Reading at 9:30 P. M., arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinesburg, Tanama, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Ithaca, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with the Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLINTON with the Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with the Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinesburg, etc.

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

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:30 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING ACCOMMODATION. Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

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

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 10:15 A. M. Returning, Harrisburg trains leave Philadelphia at 8:05 P. M., and Pottsville at 8:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:30 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M.; returning, Philadelphia at 4:25 P. M.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and Intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia, and the 12:45, 4:30 and 6:10 A. M., 1:00 and 5:45 P. M.

PERKINSON RAILROAD. Passengers for Pottsville take the 7:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Skip-pack at 8:15 A. M. and 2:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 8 A. M. and 8 P. M., passing Reading at 1:05 A. M. and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania Railroad trains for Pottsville, Harrisburg, Elmira, Baltimore, etc.

Returning, Express train leaves Harrisburg on arrival of connecting train from Pottsville at 3:50 and 5:50 A. M., and 10:50 P. M., passing Reading at 5:45 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 12:30, 12:50 and 9 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail Train for Harrisburg leaves New York at 12:12 P. M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tanama at 8:35 A. M., and 2:15 and 4:55 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 7:55 A. M. for Pinesgrove and Harrisburg, and at 12:15 noon for Pinesgrove and Trenton. Returning from Harrisburg at 8:30 P. M., and from Trenton at 7:40 A. M. and 3:30 P. M.

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

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

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

Excursion tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

COMMUTATION TICKETS. At 25 per cent discount, between any points designated, for families and firms.

MILEAGE TICKETS. Good for 2000 miles, between all points, at \$25 50 each for families and firms.

SEASON TICKETS. For three, six, nine, or twelve months, for holders only, to all points at reduced rates.

CLEGGYMEN. Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS. From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Walnut streets.

FREIGHT TRAINS. Leave Philadelphia at 4:35 A. M., 12:45 noon, 3:30 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Fort Clinton, and all points between.

MAILS. Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

BAGGAGE. Duggan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 25 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

BUCKING, DURBURIO & CO., AUCTIONEERS, Nos. 223 and 224 MARKET STREET, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER RUBBERS. On Monday Morning.

April 19, at 10 o'clock, on four months' credit. 25 pieces Paris green, 25 pieces Paris green, 25 pieces Paris green, 25 pieces Paris green, 25 pieces Paris green, 25 pieces Paris green, 25 pieces Paris green, 25 pieces Paris green, 25 pieces Paris green, 25 pieces Paris green.

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