AN AMERICAN FOX-HUNT.

The London Saturday Review gives the following amusing comment on the descripion of a fox-hunt which it discovered in an American paper. The slight mistake with regard to the whereabouts of St. Louis is characteristically British:-

Until very recently Englishmen might have consoled themselves with the reflection that, however much they had fallen behind America n some things, there was at least one instituion in respect of which they were still ahead of the United States, as of all the rest of the world. They might have taken a semi-barparous pride in the belief that they were still superior in sport, if in nothing else. Ameri-cans might be the only really great and free people on the face of the earth; they might be the only people now capable of producing famous statesmen, preachers, authors, and generals; but we had at any rate one instituon which they had never yet ventured to mitate. The joys of fox hunting were not retailed to them. Hopeless as the English cockney might feel his case of the when he compared himself with the citizen of Boston or of Philadelphia, here was still something left for which our buntry gentiemen night thank heaven. But st March an event happened in the Western tates the news of which will carry a sense of e pressure of American competition home the haart of Leicestershire and the bosom f Bucks. Advices from Chicago inform us at on the 17th of last March a fox-hunt took lace near the town of St. Louis, in Illinois, town which is no doubt destined to be the sture Badminton or Melton Mowbray of merica, and which, if we may judge by the scounts of the sport afforded on this first easion, as given to us in the St. Louis Reublican, is likely next season to cause a perect stampede of sportsmen from Learningon and Northampton to the Far West. The st hunting season in this country was no oubt a good one; and many of the runs of anuary and February, 1869, will be affeconately remembered by the squires of Luterworth and the officers from Weedon; but we nay safely venture to declare that the best un of the season with the Atherstone or the worn was not to be compared with this St. quiafox-hunt, either in variety or piquancy incidents. But there is no such differice of detail between the English and Ameican methods of fox-hunting that the supe-iority of the American method cannot be equately appreciated without a little decription, which it may be hoped will tend to lear the reader's mind of prejudice, and mable him to take an impartial view of the

merican mode of hunting the fex.

The first prejudice of which an English der must divest himself is the belief that the sport of fox-hunting a Master of Foxands is necessary. Ordinary English squires could probably almost as easily imagine he existence of a son without a aber as of fox-hounds without a master; and although the master is no only absolutely essential func-tionary to the hunting of a pack of foxhounds, et one is not apt to suppose that the master ould be able to show his friends or subribers very much good sport without the astance of a huntsman, and one or more hips. But, in "inaugurating" this noble port at St. Louis, the men of Illinois have uck out an entirely novel and most original line. They have arranged and organized their sporting staff on a different and vastly imoved system. The chief personage in the sport does not, at St. Louis, write M. F. H. fter his name, but receives the much more nified titles of "Projector" and "Grand The hounds do not, as in Engand, belong to him or to any body of subscribers whom he represents; but a plan is adopted much more in accordance with the spirit of the age. The hounds are jobbed. Peace to the souls of Sir Richard Sutton and of the late Mr. Assheten Smith! We would not in the lifetime of those worthies have called attention to this matter, as it ould perhaps have pained them. But, now hat they are gone, no such delicacy prevents ir pressing upon our readers the advantages of this practice of jobbing hounds; though is unnecessary to describe these advantages detail, inasmuch as many persons in this country have already adopted the paralle ustoms of jobbing their horses, their car ges, their pointers and retrievers, their lothes, and their servants; and the jobbing f foxhounds must obviously be even more convenient than the jobbing of these things, so much as foxhounds are a more trouble ome and wasteful class of instruments to in stock. Next after the Grand rshal and the Foxhound Job-master. most important functionary in an Amerian hunt appears to be the special corresponat of the local newspaper. The presence of journalist is as necessary at a fox-hunt as at y other important or interesting meeting in perica. But the reader may perhaps wonr what arrangements can be made at a foxmt for the convenience of the gentlemen of press: how, in fact, the nature of the ort can permit of the proper facilities being orded to them for discharging their imstant duties to the public. In order to derstand this, it is necessary to bear in ind some important differences between English and an American meet, or indezeous," as it is more elegantly termed Illinois. In the first place, the ericans have most judiciously disased with the English practice of drawing a er in order to find their fox. In Illinois s fox is purchased of a fox-catcher some me before the hunt is to take place, "is put some weeks under the scientific superviom and charge" of a fox-keeper, and is even-ally brought to the rendezvous "in a foxgon." It is probably while he is under the entific supervision of the keeper that the equires the art of climbing trees -an art hich adds a novel variety of incident to the erican sport, and which, as we shall see, he fox at St. Louis practised with the greatest But, at any rate, the advantages of the

drawing, there can be no blanks, and no resome waste of time in cover-beatseason adopt the American m, and start their foxes in prime condifrom a fox-wagon. It cannot be supad that in this scientific age intelligent and ort loving Englishmen will long be content flow that which is absolutely essential to r sport, the finding of a fox, to depend chance. No doubt, too, the whole innce of the ladies and of the local press will brown into the scale in favor of the foxn system, since it will be remarked, adly, that this system enables the start to place from the top of a high hill, whence most bird's-eye view of the run can be ained. The reader is now in a position to fox happened to erstand how it is possible for a special Probate Court. espondent to attend and report upon American fox-hunt, without the necessity ther of being a first-flight man across country. of knowing how to manage a balloon. flections upon

merican method are obvious. As there is

hired the hounds, bought the fox, fixed the hour and place for the rendezvous, and for the find, or start, as, under all the circumstances, it is perhaps more aptly named: that the foxhound job-master was one Mr. John Stumpf, "a rather old gentleman in grey suit, who brought "five or six dogs, named Carlo, Waltman, Pascha, Hector, and Pluto, to the rendezvous," and whom the special cor-respondent of the St. Louis Republican represents as "regarding his dogs with affectionate interest, and expressing his confidence that they would kill the fox, if they had a fair shore;" that the fox-keeper was one Barney O'Connor; and that the fox provided for the occasion was named "Ben Butler,"

a name "probably suggested by the silvery metallic glisten of his silken coat," Nor let the Leicesterthire man be surprised at the small number of hounds—two couples and a half—considered necessary for the sport of Illinois. Doubtless the deficiency in numbers is more than counterbalanced by the superior excellence engendered in the hounds through the competition which is caused by the practice of jobbing them. But, however this may be, nough has probably been said by way of preliminary explanation to enable the reader to enjoy a few short extracts from the narrative of the special correspondent of the St. Louis Republican. This gentleman, who was mounted on "a smooth-running buggy from the St. Nicholas livery stable, drawn by a three-minute mare," on receiving private information that the fox-wagon had started, and that the exciting seene was about to commence, set out for the hill where the start was to take place, and thus describes the event:-

The hill is to the north of the road, and no fences render the ascent of the mild declivity troublesome. This spot was selected as there are no woods of any amount in the vicinity, and the view is unobstructed This spot was selected as there are no woods of any amount in the vicinity, and the view is unobstructed. On the top of this hill, about two o'clock, the hunters and spectators gathered. After some little delay, Mr. Macdonaid gave the order for the hunt to begin. In tones of sientorian command he addressed the crowd. The fox was about to be let go. It would be taken to the brow of the hill, and there set at liberty; but in order to secure a successful hunt, it would be necessary to preserve order. The dogs were to be held—a boy to each hound—the horsemen were to form in line on the hill where they now were, and at a given signal to start forward. "Then," said the speaker, in a voice of heroic determination, "every man for himself." These words produced a visible effect, and some few of the horsemen looked nervously at each other, and evidently fell as if something serious was about to transpire. After some hauling and snapping, "Ben Batter" was flopped out of his barrel upon the ground, Barney O'Connor hedding him by the chain. The next step was to give him, a good start; so he was led across the field, Mr. Macdonaid and two other parties accompanying, to the point before designated. During the route the lox was dragged over a few feduces, the presumption being that the hounds would follow in exactly the same course and so try after a few fences, the presumption being that the hounds would follow in exactly the same course, and so try the metal of the horses and riders. A piece of woods, a quarter of a mile or so from the crowd, mying been reached, the fox was let go, a blow on the side being given him to convey the idea that the faster he want the heater. he faster he went the better.

The reader will not fail to remark that, in this scientific method of opening the hunt, the sportsmen of Illinois have borrowed some characteristic features from several English sports. In the practice of bringing the fox up in a fox-wagon, and starting him with a rap on the flanks, we see something akin to scenes which have been witnessed before now with her Majesty's Buck-hounds. The trick of hauling the the fox over some fences, with the special design of affording better sport to the riders (or to the spectators), may remind old Oxonians of the Christ Church drag. The dodge where-by the necessity for the services of a huntsman and his whipper-in is obviated-namely, by confiding each hound to the care of a small boy to hold-seems to be remotely derived from our practice of using slippers at cours. ing-matches, and is at any rate an excellent contrivance, as it substitutes for the permanent and expensive employment of full-grown men the cheaper alternative of occasional, and perhaps voluntary, child-labor, And, lastly, in the marshalling of the horsemen and requiring them to start by a given signal, it is easy to discover a feature borrowed from Epsom, and a feature, too, of which many an unlucky sportsman, who has been temporarily or permanently thrown out by getting a bad start from the wrong side of the cover, will appreciate the utility. The fox being thus started in the bran-new American fashion, the hounds were laid on, and the hunt commenced. Like the life of Achilles, it was short, but glorious. On arriving at the first fence, the hounds, with a consideration which would never be shown by an English pack, stopped short, and proceeded to offer a variety of diversion for the entertainment of the ladies and of the special correspondent. One sat down and bayed, another tried unsuccessfully to execute "circles of recovery," and a third pro-ceeded to chase some loose horses which were in another corner of the field. All this time, the reader might suppose, the fox was making play across the country, and the chance of a kill was ended. And so it would have been, no doubt, in the case of an English vermin. But at this interesting juncture the event occurred at which we have already hinted, which shows the superiority of the American to the English fox, and which afforded a charming variety in the sport never even dreamed of by English fox-hunters. The fox went up a tree! But we must again summon the special correspondent to describe such a scene as this, as he witnessed it, on arriving at the first fence in his buggy:-

"What of the fox?" This was the question we asked on arriving at the spot; but nobody could answer it. On looking around, we saw a man on the other side of a moist soft field of nursery plants, gea-ticulating wi'dly. (This is apparently the American substitute for crying Tally Ho.) "What's the mat-ter;" we shouted. "He's up a tree," was the reply, pointing upwards; and sure enough, on looking intently at a tree near him, we spied the fox scated among the branches and calmly enjoying the scene

But the enjoyment of this amazing fox was not destined to last very long. For now we come to the kill, or the denouement, as it is called in America, which was as different from our English termination as was every other part of this strange sport. Suppose-if we may be permitted to suppose an utter impossibility-that a Quorn or a Pytchley fox should on any occasion ascend a tree, what would be done under the circumstances? The laws of And, indeed, it is difficult to believe | English fox-hunting do not apply any solution our fashionable hunts will not to such a puzzle. There is probably not a squire in Leicestershire who could say off hand what ought to be done in the event of such astounding behavior on the part of a fox; and we doubt whether even the great Tom Payne himself would have been equal to such an occasion. But the wary Illinois foxhunter comes to his sport fully prepared for such an occurrence. He carries a rovolver with him to the hunting-field, and thus is prepared to deal with the fox as he would with a man who had offended him in the streets of St. Louis or Chicago-namely, "to shoot him on sight." On the present occasion, the first sportsman who got within reach of the treed

succeeded in b

the special cornfield arrived un

And it may be interesting to him to learn that on this occasion, at St. Louis, the projector clude by quoting, and earnestly recommending to the hunt was one Mr. Macdonald, who cinde by quoting, and earnestly recommend-ing to the unprejudiced consideration of real-ers in the Midland counties, the excellent remarks of the special correspondent:-

"It may strike some minds as a little odd that, after o much elaborate preparation, the fox—should have seen so summarily disposed of. But Judge Vastine, to doubt, intended to illustrate the original idea of unting before modern romance corrupted it. When we pursue anything, the object is to catch it, and the sooner the better; and this is the ganuine American

—A Louisville gentleman thinks himself "commissioned" to chop his wife to pleces. -A San Francisco runaway coup'e hired a tug-oat and were married out in the harbor. -A Boston eigar-shop proclaims "Le: us have Peace-The First Step to it, Step In." -The Michigan Central owns a physician, who robibits emigrants with contagious diseases.

-White Pine turns out boards 22 feet by 21 inches. One log yielded 766 feet of lumber. -A thirteen-year-old boy in Watertown, Will, has not grown since he was seven months old. -A Chicago circus was so crowded that the ele-chaut was called in to turn people out of the ring.

RAILROAD L NES.

READING RAILROAD -GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA. GUMBER-LAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1899.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philaderphia, at the following

hours:—
MORNING ACCOMMODATION.
At 7.80 A. M. for Reading and all intermediate stations and Allentown. Returning, leaves iteading at 0.30 P. M.; arrives in Pathadelphia at 0.10 P. M. MORNING EXPRESS.

At 8-15 A. M. for Heading, Lebanon, Harrleburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Ningara Falls, Bufalle, Wilkesbarra, Pittston, York, Carlisie, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with The 7-30 A. M. train connects at the Direct with East Pennsylvania Hallroad trains for Allentowa, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley and Southern Central Company of the Control o land Vailey, and Schuylkill and Susquehauna trains for Northumberland, Williamsport, York,

Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 r. M. for Reading,
Pottsville, Harrisburg, etc., connecting with
Reading and Columbia Railroad trains for Colum-

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

M.; arrives in Pottstown at 6*40 P. M.

EEADING ACCOMMODATION.

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

Esturning, leaves Philadelphia at 5*15 P. M.; arrives in Reading at 8*00 P. M.

Trains for Philadelphia leave Harrisburg at 8*10 A. M., and Pottsville at 8*45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8*05 P. M., and Pottsville at 2*45 P. M., arriving at Philadelphia at 0*45 P. M.

Harrisburg Accommodation leaves Reading at 7*15 A. M., and Harrisburg at 4*10 P. M. Connecting at Reading with Afternoon Accommodation south at 0*30 P. M., arriving in Philadelphia at 9*15 P. M.

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 dally, Sundays ex-

cepted.
Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 8 15 P. M. Leaves Philadelphia
for Reading at 8 A. M.; returning from Reading at

for Reading at 8 A. M.; returning from Reading at 4.25 P. M.

OHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7.30 A. M., 12.45 and 4.30 P. M. trains from Philadelphia. Returning from Sowningtown at 6.10 A. M., 1.00 and 5.45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7.30 A. M. and 4.30 P. M. trains for Philadelphia, returning from Skippack at 8.15 A. M., and 1.00 P. M. Stage lines for the various points in Perkiomen Valley connect.

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 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M., and 150 and 1019 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmirs Paltimora etc. mira, Baltimore, etc.

mira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing Realing at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M. and 12:50 and 5:00 P. M. Sleeping cars accompany these trains the state of the s 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 M.
SCHUYLKILL VALLEY RAILROAD.
SCHUYLKILL OAL 845 and 11-30 A. M. Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:35 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains le ze Auburn at 7:55 A. M. for Pinegrove and at 12:15 poon for Pinegrove and at 12:15 poon for Pinegrove

and Harrisburg, and at 12:15 noon for Pinegrove and Tremont, returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M. and 5:35

THOKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Frains, at

Reading and Pottstown Accommodation Frains, 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.

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

OMMUTATION TICKETS.

At 25 per cent discount, between any points desired, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50

Good for 7000 miles, between all points, at \$52 50 each, for families and firms.

SEASON TICKETS.

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

CLERGY MEN

CLERGY MEN

Residing on the line of the rond 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

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets MALLS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the

Leave Philadelphia daily at 4.35 A. M., 12.45 noun, S and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 226 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets. CAMDEN AND ATLANTIC

RAILROAD. SUNDAY TRAINS FOR THE SEASHORE, On and after SUNDAY next, June 6, the Mail Train for

ATLANTIC CITY

RAILROAD LINES.

AND TRENTON RAILROAD COMPANIES'
LINES FROM PHILADELPHIA TO NEW
YORK, AND WAY PLAUES.

At 8-30 A. M., via Camden and Amboy Accom. \$2.25
At 8 A. M., via Camden and Amboy Express... 3-60
At 5 P. M., via Camden and Amboy Express... 3-60
At 5 P. M., voa Camden and Amboy Express... 3-60
At 5 P. M., for Amboy and intermediate stations.

At 6-30 and 8 A. M. and 2-60 P. M. for Freehold.

At 2 P. M. for Long Branch and points on R. and

At 2 P. M. for Long Branch and points on R. and D. R. R. R.

D. B. R. R.
At 8 and 10 A. M., 2, 2 30, and 4 30 P. M. for Trenton.
At 8 30, 8, and 10 A. M., 1, 2, 3 30, 4 30, 9, and 11 30
P. M. for Bordentown, Florence, Burlington, Beverly, and Delance.
At 6 30 and 10 A. M., 1, 3 30, 4 30, 6, and 11 30 P.
M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The I and 11 30 P. M. Lines leave from Market Street Ferry (upper side).

The I and II 30 P. M. Lines leave from Market Street Ferry (upper side).

PROM RENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. and 5 P. M. for Bristol. At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morris-At 7:20 and 11 A. M., 2:30, and 5 P. M. for Morris-ville and Tullytown.
At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacosy, Wis-sinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9:30 A. M., 1-20, 4, 6:15, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3-25, At 11'30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1-20, 4, 6:45, and 12 P. M., for Tren-

ton.
At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridosburg,
and Franklord.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run
daily. All others, Sundays excepted.

dally. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES,

FROM RENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffale, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburk, Water Gap, Belvidere, Easton, Lambertville, Flomington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlebern, etc.

At 11 A. M. and 5 P. M. for Lambertville and Intermediate Stations. Intermediate Stations.
CAMDEN AND BURLINGTON COUNTY AND

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS,
PROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for Merchantville, Meorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 A. M., 1, and 3-30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. town, Cream Ridge, Innay.

Hightstown.

II 10 WILLIAM H. GATZMER, Agent.

Hightstown.

11 10 WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOERISTOWN RAILROAD,

TIME TABLE.

On and after MONDAY, May 3, 1869,

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9-95, 10, 11, 12 A. M.,

1, 2, 34, 334, 4, 426, 5-98, 534, 6, 634, 7, 8, 9, 10, 11, 12

P. M.

Leave Germantown at 5, 7, 74, 8, 800, 6, 10, 11, 12 Leave Germantown at 6, 7, 716, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4/4, 5, 6/6, 6, 6/6, 7, 8, 0, 10, 11 P. M. The 8 20 down train and 3/4 and 5/4 up trains will

not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 1034 P. M. Leave Germantown at 8-15 A. M., 1, 3, 6, and 934

CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%,

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 53, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7%, 9, and 11:65 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:95, 10:95, and 11:6 P. M.
Leave Norristown at 6:40, 6%, 7, 7%, 9, and 11 A.
M., 1%, 3, 4%, 6%, 8: and 9% P. M.
The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

lane.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS

Leave Philadelphia at 9 A. M., 256, 4, and 734 P. M.
Leave Norristown at 7 A. M., 1, 556, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 756, 9, and 11:05 A. M.,
136, 3, 456, 5, 556, 054, 8:05, 16:05, and 11:06 P. M.
1 cave Manayunk at 6:10, 7, 756, 8:10, 956, and 11:56
A. M., 2, 356, 5, 651, 8:30, and 10 P. M.
The 5 P. M. train frem Philadelphia will stop
only at School lane and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 256, 4, and 754 P. M.
Leave Manayunk at 756 A. Ms, 156, 6, and 956
P. M.

W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.— On and after MONDAY, April 12, 1869, Trains will leave as follows:—

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:25 A. M., 9:30 A. M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and 11:30 P. M.

P. M.
Leave West Chester from Depot, en East Mar.
ket street, at 6.25 A. M., 7.25 A. M., 7.40 A. M., 10.10
A. M., 1.55 P. M., 4.50 P. M., and 6.45 P.M.
Leave Philadelphia for B. C. Junction and intermediate points at 12.30 P. M. and 6.45 P. M.
Leave B. C. Junction for Philadelphia at 5.30 A. M.
and 1.45 P. M.

Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:45 P. M.

Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its ears of both lines connect with each train upon its

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A.

d. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7:16 P. M.
Leave West Chester for Philadelphia at 7.45 A.
M. and 4.45 P. M.
Leave B. C. Junction for Philadelphia at 6.00
A. M.
WILLIAM C. WHEELER,
General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYL-

VANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 26, 1869, the trains
on the Philadelphia and Erle Railroad will run as

tollows:—

WESTWARD,

MAIL TRAIN leaves Philadelphia.

"Williamsport 8-15 A. M.

ERIE EXPRESS leaves Philadelphia. 11-50 A. M.

"Williamsport 8-50 P. M.

"Williamsport 8-50 P. M.

ELMIRA MAIL leaves Philadelphia. 10-00 A. M.

"Williamsport 8-50 P. M.

ELMIRA MAIL leaves Philadelphia. 8-00 A. M.

"Williamsport 6-30 P. M.

arrives at Lockhaven 7-46 P. M.

EASTWARB.

WEST JERSEY RAILROAD LINES .-

RAILROAD LINES.

PAILROAD LINES.

DHILADELPHIA. WILMINGTON, AND BALTIMORE RAILROAD TIME TABLE—Commmencing MONDAY, May 19, 1899.—Trains will leave Depot corner Bread street and Washington avenue as follows—Way Mail Trainats 39 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Winnington for Original and intermediate stations—Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connectiat Wilmington with train for New Castle.

Express Train at 400 P. M. (Sandays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Charmont, Wilmington, Newport, Stanton, Newark, Eleton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Misgnolia, Chase's, and Stemmer's Run.

Night Express at 1120 P. M. (baity), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Olaymont, Wilmington, Ohase's, and Stemmer's Run.

Night Express at 1120 P. M. (baity), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Olaymont, Wilmington, Newark, Elkton, North-East, Perrywille, Havre-de-Grace, Perryman's, and Magnolia.

Passonners for Portross Monroe and Norfolk will Perryman's, and Magnelia.

Passengers for Fortress Monroe and Norfolk will

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington
Leave Philadelphia at 11 to A. M., 2 30, 5 00, and 7 00 P. M. The 5 00 P. M. Train connects with Delaware Hailroad for Harrington and intermediate Stations.

diste Stations.

Leave Wilmington 6 36 and 8:10 A M., 1:30, 4:15, and 7:00 P. M. The 8:10 A M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Bultimore to Philadelphia.—Leave Baltimore 7:25 A M., Way Madi. 0:25 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7 25 P M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad Leave Philadelphia for Port Deposit (Sandays excepted) at 700 A. M., and 4 20 P. M. The 7.00 A. M. Train will stop at all stations between Philadelphia and Larickin.

A Freight Train, with Passonger Car attached, will leave Philadelphia daily (except Sundays) at 100 P. M., running to Oxford.

will feave Philadelphia daily (except sundays) at 150 P. M., running to Oxford.

Leave Fort Deposit for Philadelphia (Sundays excepted) at 540 A. M., 0.25 A. M., and 420 P. M., Trains leaving Wilmington at 520 A. M. and 410 P. M. will cornect at Lamokin Junction with the 7:00 A. M., and 4:30 P. M., trains for Baltimore Central Englishman.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesaut street, under Continental Hotel, where also State Booms and Berths in Sleeping Cars can be secured during the day. Persons purchasing fickets at this office out have baggage checked at their residence by the Union Transfer Company. Company, H. F. KENNEY, Superintendent

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Depot.
Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. will receive attention.

Mail Train 8-90 A. M.
Paoli Accommodat'n, 19-30 A. M., 1-19 and 7-90 P. M.
Fast Line 11-50 A. M.
Eric Express 11-50 A. M.
Harrisburg Accommodation 2-30 P. M.
Lancaster Accommodation 4-00 P. M.
Parkesburg Train 5-30 P. M.
Cincinnati Express 8-00 P. M.
Eric Mail and Pittsburg Express 10-30 P. M.
Fhiladelphia Express, 12 night.
Fric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock. TRAINS LEAVE DEPOT, VIZ.:-

Philadelphia Express leaves daily. All other except Sunday The Western Accommodation Train runs daily, except Sunday. For this train tickets must be prosured and baggage delivered, by 5 P. M., at No. 116

TRAINS ARRIVE AT DEPOT, VIZ.;—
Cincinnati Express. . . 3:10 A. M
Philadelphia Express . . . 6:50 A. M
Paoli Accommodat'n, 8:20 A. M., 3:40 and 8:20 P. M Philadelphia Express
Paoli Accommodat'n, 8-20 A. M., 3-40 and 8-20 P. M.
Eric Mali
Past Line
Past Line
Parkesburg Train
Parkesburg P. M.
Eric Express
Parkes
Parke

General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS. Fassenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:—
At 7-45 A. M. (Express) for Beh'chem, Allentown, Manch Chunk, Hazleign, Williamsport, Wilkesbarre, Mahanoy City, Pitiston, and Tunkbannock. At 9-45 A. M. (Express) for Bethlehem, Easten, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

At 145 P. M. (Express) for listhlehem, Mauch Chunk, Wilkesbarre, Pittston, Sevanton, and Ha-At 5:00 P.M. for Bethlehem, Faston, Allentown, and Mauch Chunk.
For Doylestown at 5:45 A.M., 2:45 and 4:15 P.M.
For Fort Washington at 6:55 and 10:45 A.M., and 11:20 P.M.

For Abington at 1.15, 3.15, 5.20, and 8 P. M. For Lansdale at 6.20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Ballways run to

From Bethlehem at 9.00 A. M., 2-10, 4.45, and 8-25 From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Landale at 7:30 A. 74. From Fort Washington at 9:29, 10:35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:20 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 F. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets seld and Baggage checked through at
Manu's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.
ELLIS CLARK, Agent.

FOR CAPE MAY, VIA WEST JERSEY
RAILROAD.—
Commencing MONDAY, June 14, 1869.
LEAVE PHILADELPHIA, foot of Market street.
8:60 A. M., morning mail, due at 12:13 M.

3-16 P. M., passenger, due at 7-20 P. M.
LEAVE UAPE MAY.
6-00A. M., morning mail, due at 10-07 A. M.
1-90 P. M., passenger, due at 5-37 P. M.
Commutation Tickets good for three or twolve months, can be procured of the Treasurer at Camdon N.

AUD FION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Assigned's Permutery Sale. Estate of B. W. Illius. FIXTUREN OF AN ALCOHOL. DISTILLERY AND RECTIFY INC. ESTABLISMENT.

June 23, at 11 o'clock, on the pression, No. 225 North Tried street, will be sold at public sale, without reserve, by order of the assignment by fixtures at an alcohol distillers and rectifying establishment, all in good order, complete, complete, one strength of the assignment of the gallons, with all the appurenances in working order, eith tourising stands and copper fixtures complete, one syrup kattle, twenty-five rectifying tube, two disterns, office furnitures, one stave and scuttle, three old chairs, one old desk; also lessabold of premises, which expires August 13, 1373 rest 5100 per snoum, considered worth \$5100. The above lessabold and fixtures are subject to a mortgage of \$200.

Absolute Sale.

GOOD-WILL, LEASE, FIXTURES, HORSES, CARTS, ETC. OF A COAL DEPOT.

On Wednesday.

June 23, at 5 o'clock in the aftermon, without reserve, the good will etc., of the cost depot, southeast corner of Front and Biokorsen streets, now doing a thriving business, and stoodily increasing. Any con wishing to engage in a safe and remunerative humans will find this an oupportunity rarely offered, the facilities not being excelled by any yare in this city. It is contiguous to the Delaware river, and upon the line of the proposed extension of the Pennsylvania Railmand track from Washington avenue to Greenwich Point. Lease has five years to run \$1000 per annum. For further information apply to R. B. Claiborns, on the

For further information apply to R. R. Claiborns, on the premises.

Sale at the Aucting Booms, Nos. 139 and 141 S. Fourth street.

SUPERIOR HOUSEHOLD FURNITURE, MIRRORS, FIREPPROOF SAFE HANDSOMY VERVET, BRUSSELS, AND OTHER CARPETS, FIG.

On Thursday Moraing.

June 24, at 9 o'clock, at the auction rooms, by catalogue, a large assentment of superior household furniture comprising. Handsome waintt parlor suits, covaced with ploch, ceps, and hair cloth; superior fibrary and during-room furniture; wainnt chamber suits; cottage chamber suits, five French plate mirrors; there waint secretaries, beokases; handsome waintreases and feather beds, ching and clock, control, and bounget tables fine but stands; extension, centro, and bounget tables for the but stands for the stands for the stands for the but stands for the stands for the stands for the but stands for the stands for t

Sale at Sommit street, Chesant Hill.

**ELEGANT FOSEWOOD WALNUT AND OAK PARlow, Dining Resm, and Chamber Furniture; Resewood Pinnsforie, Very Layre Mirror, Hardwone Velvet, Brussels, and Other Carpeta, Veer First Hair and Sponge Mattresses, China, Chandeliers, etc.

On Friday Marning,
June 25, at Hovisch, Key, the enture hous-hold furniture, comprehing elegant resewood patter furniture, resewood 7-course plants forte, under by Wilhim & Schulzr; very large French plate mirror, hardwood their carpets, very large them have not been allowed and other carpets, very large than the control of the carpets, which have no been allowed to the carpets, very large chandeliers, china, histona utansie, etc.

Also, a quantity of parden implements, etc.

Mey be causined on the morating of sale at 8 o'olock Cars leave Ninth and Green at 6, 8, 10, and 150 clock A. M.

BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH FRENCH, GERMAN, AND DOMESTIU DRY GOODS. Ou Thursday Morning, June 24, at 10 o'clock, on four months' cradit. 61858

CLOSING SALE OF CARPETINGS, CANTON MAT-TINGS, OIL CLOTHS, ETC.

On Friday Morning.

June 25, at 11 o'clock, on four months' credit, about 200 pieces ingrains. Venetian, list, hemp, cottage, and ring enspetings, 500 rolls Canton mattings, oil-cloths, etc. etc.

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Samson St.

Sale at No. 1516 Chesnus strest.

PINTURES. GOODWILL, LEASE FOR 4 YEARS.
AND FURNITURE OF FIRST-CLASS RESTAU.
RANT, ETG.

June 23. at 10 o'clock, at No. 1516 Chesnut strest, will be sold, the lease, goodwill, and fixtures of a first class restaurant. Also, the handsome furniture, carpets, mirrors, silver-plated ware, chins, glassware, etc.
Catalognes will be ready at the auction store on Tuesday,
The furniture can be examined after 8 o'clock on day of sale.

6 21 21

SALE OF VALUABLE OIL PAINTINGS BY AME-RICAN AND EUROPEAN ARTISTS.

On Wednesday Evening.

June 23, at 8 o'clock, at the auction store, No. 1110
Chesnut street, will be sold a collection of about 100 choice

Chesnut arreet, will be sold a conoction of about oil paintings; comprising works of —
Herring and Meadows,
James Hamilton,
Thomas and Edward Moran,
Lenize,
Lewis,
Joshua Shaw,
Joshua Shaw,
Willis,

Cortez, J. Wilson, Wall, and others.
The paintings will be open for exhibition and catalogues ready on the 18th.

By B. S. C. O. T. T. J. R.,
Street, Philadelphia.

GREAT SPECIAL SALE OF BEST QUALITY EXTRA TRIPLE SILVER-PLATED WARE.

On Wednesdby Morning.

23d instant, at 10% o'clock, at Scrit's Art Gallery, No. 10-20 Chesinut street, will be sold, without reserve, a full and general assortment of best quality extra triple silver-plated ware, comprising tea sets, coffee urns, water and ice pitchers, trays, castors, goblets, tea bells, etc.

All goods are warranted as represented, or no sale. It

SPECIAL SALE OF MODERN PAINTINGS.
On Thursday Evening.
June 24, at Sectt's Art Gallery, No. 1020 Cheanut street, will be seld without reserve, a collection of modern paintings by English and American artists, comprising lake, river, and mountain visions, landscapes, marines, etc., all elegantly framed in rich gold-leaf frames.
Sale without reserve.
6 22 2t

MARTIN BROTHERS, AUCTIONEERS.—
No. 529 CHESNUT Street, rear entrance from Minor.

Sale at the Auction Rooms.

HANDSOME WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE; elegant French plate mantel and pior mirrors; Lillie firsproof safes, chandellers, sideboards, handsome wardrobes, dining-room chairs, mantel clock, spring mattresses, refrigerators, set harness, wind a local set of the carter of the control of the carter of the control of the carter of the carter of the case is a working.

July 33, 1 limber of the case is a working to catalogue, a large and caselient assortment of handsome walnut parlor, dining room, and chamber furniture, etc.

Also, electric machine.

Also, globe and fish.

HENRY P. WOLBERT, AUCTIONEER, No. 262 MARKET Street.

Salo at No. 59 N. Second Street.

SPECIAL PEREMPTORY SALE OF THE ENTIRE STOCK OF A CARPET STORE.

On Thursday Morning.

June 24, at 10% o'clock, will be sold, without reserve, by order of Messrs. Townsend & Co., No. 59 N. Second atrect, to close business, their entire stock, comprising a general assortment of carpets, matting, mats, window shades, etc., sold in lots to suit purchasers. Open for examination day previous to sale. Store to rent. 617 st L IPPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

On Wednesday morning,
June 23, at 10 o'clock, on four months' credit.

LARGE POSITIVE SALE 850 LOTS FOREIGN AND
DOMESTIC DRY GOODS.

ALSO,

ALSO,

16 21 21 On Wednesday, June 23.

SPECIAL SALE 250 CASES STRAW GOODS.

C. D. McCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES ECOTS, SHOES, BROGANS, ETC. ETC. On Thursday Morning, June 24, at 10 o'clock, including a large line of city-made N B - Sale every Monday and Thursday, K EENAN, SON & CO., AUCTIONEERS, NO

STOVES, RANGES, ETO.

NOTICE.—THE UNDERSIGNED
would call the attention of the public to his
NEW GOLDEN FAGLE FURNAGE.
This is an entirely new heater. It is so constructed as to once commend itself to general favor, being a combination of wrought and cast from. It is very simple in its construction, and is perfectly sir-tight; self-cleaning, having no pipes or drams to be taken out and cleaned. It is so arranged with upvight flues as to produce a larger amount of heat from the same weight of coal than any furnace now in use. The hygremetric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will preduce a perfectly healing atmosphere.
Those in want of a complete Heating Apparatus would do well to call and examine the Golden Eagle.

UHARLES WILLIAMS,
Nos. 1132 and 1134 MARKET Street,
Philadelphia. NOTICE.—THE UNDERSIGNED

DEAFNESS. -EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S, No. 115 South TENTH Street, below

THE ADAMS EXPRESS COMPANY, OFFICE, No. 100 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specia, either by its own lines or in contraction with other Express Campanies, to all the principal towns and cities in the United States.

JOHN BINGHAM, Synchring and Campanies, Synchring and Street and Special Companies.

BEST AVAILABLE COPY