THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, JULY 13, 1869.

LITERATURE.

REVIEW OF NEW BOOKS.

GEMS OF GERMAN LYEICS, translated into Eng. lish verse by Henry D. Wireman. Pub-lished by Claxton, Remsen & Haffelfinger. There is an apparently increasing taste for German literature in this country that is eminently gratifying. Despite a tendency to transcendentalism-which, by-the-way, has been greatly over-estimated-it is purer and healthier in tone than most of the literature of France, which has hitherto been more popular, and it is destined to exert a more refining and elevating influence. Every translation of a good German work is a positive benefit to the very large class of readers who can appreciate good literature, but who are carcless about how they indulge their tastes so long as they have something to read. Those who may be called the minor German poets, in particular, deserve to be better known than they are, and it is a matter for surprise that some of them have not been more frequently translated.

With all the important works of Goethe, Schiller, and Heine, the public are familiar, with the exception, it may be, of the second part of "Faust." We are only aware of one rendering of this very important portion of Goethe's great work, which is so scarce that it is practically unknown to the majority of readers. And yet the second part of "Faust" is the most characteristic part of the poem, and it is essential that it should be read and studied if the real purport of the work is to be understood. It would be a matter for sincere congratulation if some competent person would undertake the task of translating it; and it is to be hoped that ere many years it will be done.

In the work before us Mr. Wireman has given selections from Rueckert, Lenau, Chamisso, Freiligrath, and others of the less known German poets. In his preface he states that these translations were made for his own amusement in the course of his Garman studies, and that he had no idea of publication. Finding them, however, accumulating on his hands, he decided upon submitting then to the public as a contribution to literature. The selections are mostly short pieces, and they are generally characterized by a rare delicacy and grace that sufficiently account for their popularity in Germany. Mr. Wireman has performed his task as a translator creditably; and while he has adhered as literally as was, perhaps, possible to his originals, he has also succeeded in retaining much of their spirit. A few inequalities are at times, observable, but for the most part the versification is easy and graceful. Of course, poetry, and especially such fine-cut gems of song as those of Lenau, Chamisso, and others in this collection, lose much in the process of translation; but, making all due allowances, Mr. Wireman has succeeded remarkably well. The German originals and the translations are printed on opposite pages, which will be an advantage to students of German, and the work is issued in a neat and attractive shape by the publishers.

-From Claxton, Remsen & Haffelfinger we have also received "Cord and Creese," an exciting and entertaining novel by the author "The Dodge Club," and the cheap paper edition of "The Adventures of Philip," by W. M. Thackeray, with all the original illustrations

RAILROAD LINES.

GENERALITIES.

Yankee Enterprises.

To marks the London Weekly Register:-"The amount of enterprise shown by our Ameri-an cousins in all they undertake often surprises

of so great a contrast as the amount of expenditure in telegrams across the Atlantic by the English and New York journalists respectively. During the first orthight in such the money paid by all the London awapapers, taken together, for messages from their American correspondents, was a few shilling sunfer different correspondents.

sixteen pounds, whereas the London agent of one New York paper sent messages in the same time to his employers amounting to somewhat over g500, and in this sum there is not reckoned what was spent by the agent in London of the New York Unked Press Association."

The People of India.

The People of India. The population of India, in reference to religious profession, is distributed as follows:-Out of 180,-000,000 inhabitants of the countries under direct British rule, 10,000,000 are Hindoos, and 25,000,000 are Mussulmen; 12,000,000 belong to tribes which are descended from the ancient inhabitants; and 1,000,000 are Buddhists and Paragas The Roman

are descended from the ancient inhabitants; and 4,000.000 are Buddhists and Parsees. The Roman Catholics number 640,000 adherents among the ha-tives, and the Protestants, in the southern part of the Faninsula 218,000 converts. This number, how-ever, it is alleged has been greatly increased since isses, when the estimate was made. The above figures are given in a recent official publicatiod, and are suid to be trustworthy.

A Touching Scene.

The China papers report a curious and touching scene which lately occurred in the Shanghae mixed

curts. A dissolute prodigal, having a chain round deneck, to which his hands were fast, was brought p by his futher. The parent, a very respectable-ocking man, declared he could make nothing of the

If he gave him money it went in optimi, clothes were at once pawned to satisfy his cravings. Latterly he had been chained up in a house to see what effect that would have; but his appearance on that occa-sion was because he had broken out, and had been picked up by a policeman. In fact, the father de-clared that he would be glad if the court would take then hand and eiter him a severe numburgent. The

in in hand and give him a severe punishment. The udge advised him to give his son another trial, and added that, if after one punishment he was still in-

corrigible, Chinese law would permit decapitation on

An Aerial Voyage. The Boston balloon Hyperion, which made an ascent from Buffalo on the 5th instant, had an eventful journey. After leaving Buffalo the Hype-rion went out over Lake Erie six or eight miles, and

there attained a height of at least a mile and a haif. In running lower to take advantage of a more southerly current, two dips were made in the water,

southerly current, two dips were made in the water, but without scrious results. After being over the water nearly two hours the land was regained, and the Hyperion took a southerly course, the greater part of the time quite high. Immense tracts of woods were passed over, and no inviting places for a landing presented themselves. Over Eric county, in the town of Eden, Mr. King, the manager, made a cescent, in answer to invitations from the citizens, and after a delay of fifteen minutes, the trip was resumed. An altitude of two miles or more was soon reached, and the balloon continued to travel south for the greater part of the time, quite high from the ground. At 11 o'clock preparations were made to land in a partially cleared spot. The

made to land in a partially cleared spot. The inchor struck the ground, but fore out and caught a the top of a very tall free. It was found impossible

o reach the ground, as the balloon was suspended ifty feet. Here the aronautic party were compelied o pass the night. When it became light enough to

o pass the night. When it became light enough to ee the surroundings, the anchor was cut away and

was found, very much to the surprise of the part

that the balloon had descended upon the top of the tailest tree upon the summit of the highest moun-tain in either McKean or Warren counties.

CRIME.

A Man Murdered in Bed.

A bloody murder was committed in Bartow county,

Friday morning last, Caroline Evans, a white

woman, aged thirty or more, went into the room of James M. Denman, where he was sleeping with his wife and child, and taking an axe, reached over his wife and child and struck him across the forehead,

cutting a terrible gash, cutting out one of his eyes, After receiving the blow Mr. Denman raised up in bed, and asked her why she had hit him. She said

she would tell at the proper time. He died Saturday morning. She has been arrested, and is in jail at Cartersville. She refuses to give her reasons for killing him. Mr. Denman was a man of some means, and much respectability. He leaves a wife and three or four children. The woman had been living with the family as servant for three years,

The Assassination of Mrs. McAdams in Illinois.

Despatch to the St. Louis Times.

From the Nashville (Tenn.) Union, July 8.

It in the tree-top-the basket, with its occupat escending rapidly though safely to the grou

the consent of the father.

oner. He had tried all means to cure him of his ensity for smoking opium, but without effect, gave him money it went in opium; clothes were

men, but we do not remember to have heard

READING RAILROAD.-GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER

TRAINS, JULY 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:-MORNING ACCOMMODATION.

At 730 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 639 P. M.; arrives in Philadelphia at 945 P. M.

MORNING EXPRESS. At 845 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Falls, Bullaio, Vilkesbarre, Pittston, York, Caritsle, Chambersburg,

Hagerstown, etc. The 7:30 A. M. train connects at READIN 1 with The raw A. M. train contents in for Allentown, East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisbarg, etc.; and PORT CLINTON with Catawissa Railroad trains for PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR-RISBURG with Northern Central, Comberland Val-ley, and Schuyikil and Susquelcuma trains for Northumberland, Williamsport, York, Chambersourg, Pinegrove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 350 P. M. for Realing, Potsville, Harrisburg, etc., connecting with Real-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6/25 A. M., stopping at inter-mediate stations; arrives in Philadelphia at 5/40 A. M. Returning, leaves Philadelphia at 4/30 P. M. arrives in Pottstown at 6/40 P. M.

READING ACCOMMODATION.

READING ACCOMMODATION. Leaves Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 1945 A. M. Returning, leaves Philadelphia at 545 P. M.; ar-rives in Reading at S P. M., and connects with the market train for Potsville. Trains for Philadelphia leave Harrisburg at 840 A. M., and Pottsville at 9 A. M., arriving in Philadel-phia at 1 P. M. Afternoon trains leave Harrisburg at 9 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Realing at 715 A. M., and Harrisburg at 449 P. M. Connect-ing at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945 P. M.

P. M. Market train, with a passenger car attached, leaves Philadelphia at 1545, noon, for Pottsville and all way stations: leaves Pottsville at 540 A. M. connecting at Reading with accommodation train for Philadel-phia and all way stations. All the above trains run daily, Sundays excepted.

Subday trains leave Poltsville at s. A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at S A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILHOAD, Passengers for Downingtown and intermediate points take the 7:80 A. M., 12:45, and 4:30 P. M. traina from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M. tral Railroad. PERKIOMEN RAILROAD.

Passengers for Skippack take 7-30 A. M., 4-30 and 5-15 P. M. trains for Philadelphia, returning from Skippack at 6-15 and S-15 A. M. and 1-00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

connect with trains at Conlegevine and Skippack.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 9 A. M. and 5 and 5 P. M., pass-ing Reading at 105 A. M. and 5 and 5 P. M., pass-ing Reading at 145 A. M. and 5 and 10 19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baiti-more, etc. more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 550 and 550 A. M. and 1050 P. M., passing Reading at 544 and 761 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without chant

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. Trains leave Pottsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 245 and 445 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 625 A. M. for Pinegrove and Harrisburg, and at 1210 noon for Pinegrove and Tremont, returning from Harrisburg at 6.20 P. M. and from Tremont at 6:45 A. M. and 7:49 P. M. TICKETS.

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,

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.-TIME TA-BLE - Commencing MONDAY, May 19, 1969.-Trains will leave Depot corner Broad street and Washington avenue as follows.-Way Mail Train at 8 30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilming-ton for Urisfield and intermediate stations Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 400 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Ches-ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Charlestown, Perryville. Havre-de-Grace, Aber-deen, Ferryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

and Stenmer's Run. Night Express at 11:30 P. M. (daily), for Balti-more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Graco, Perryman's, and Magnelia.

sengers for Fortress Monroe and Norfolk will

take the 12.00 M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11 00 A. M., 230, 500, and 700 P. M. The 500 P. M. Train connects with Delaware Railroad for Harrington and Interme-

Delaware Mainton for Harington and Inc. Leave Wilmington 6 36 and 8:10 A. M., 1:00, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Cheeter and Philadelphia, The 7 P. M. Train from Wilmington runs daily; all other Accommodution Trains Sundays excepted. From Baltimore to Philadelphia. -Leave Balti-more 7.25 A. M., Way Mail; 9.35 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, Claymont, 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 (Sundays excepted) at 700 Å. M., and 4 25 P. M. Leave Philadelphia for Chudd's Ford at 7:60 P. M.
 The 7:00 Å M. Train whil stop at all stations between Philadelphia and Lamokin.
 A. Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:50 P. M. running to Oxford.

1:30 P. M., running to Oxford, Leave Fort Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M. and 2:30 P. M. Leave Chudd's Ford for Philadelphia at 0:15 A. M.

A Sunday Train will leave Philadelphia at 53. M. A. Sunday Train will leave Philadelphia at 530 A. M. for West Grove and intermediate stations. Returning, will leave West Grove at 430 P. M. Trains leaving Wilmington at 630 A. M. and 415 P. M. will connect at Lamokin Junction with the 700 A. M. and 430 P. M. trains for Baltimore Cen-tral Reluced.

tral Railroad. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 823 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer Commany. Company.

H. F. KENNEY, Superintendent.

1869. -FOR NEW YORK.-THE CAMDEN AND ANDOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILAI ELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARP.

At 6:30 A. M., via Camden and Amboy Accom, \$2:25 At 8 A. M., via Camden and Amboy Accom, \$2:25 At 8 A. M., via Cam and Jersey Cly Ex. Mail 3 00 At 2 P. M., via Camden and Amboy Express.. 3:00 At 6 P. M., for Amboy and Intermediate stations. At 6:30 and 8 A. M. atd 2 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R. At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trepton.

Trenton. At 650, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 8, 7, and 11:30 P. M. for Hordentown, Florence, Burlington,

H 30 F. M. for Fordencown, Florence, Burnington, Beverly, and Delanco. At 0:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry (del).

(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 6 P. M.

for Bristol. At 7:50 and 11 A. M., 2:30 and 5 P. M. for Morris-ville and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Bristol.

At 5 35 and 10 15 A. M., and 2 55, 5, and 6 F. 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, Tacony, Wis-sineming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations. FROM WEST PHILADELCHIA DEPOT, WEST PHILADELCHIA DEPOT,

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME.

SUMMER TIME, The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each train leaving Front and Markot streets thirty printes before its departure. The Chesnut and Walnut streets 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 Ches-nut 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.

TRAINS LEAVE DEFOT, V12.:--Mail Train 8:00 A. M. Paoli Accommodatin, 10:30 A. M., 1:10 and 7:00 P. M. Fast Line 11:50 A. M. Eric Express 11:50 A. M. Harrisburg Accommodation 2:30 P. M. Lancaster Accommodation 6:30 P. M. Parkesburg Train 6:30 P. M. Cincinnal Express 9:00 P. M.

Cincinnal Express. 8-00 P. M. Erie Mail and Pittsburg Express. 10:30 P. M. Philadelphia Express, 12 flight. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12 o'olock. Philadelphia Express leaves daily. All other

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

TRAINS ARRIVE AT DEPOT, VIZ .:-Cinetnal Express. 8:10 A. M. Philadelphia Express. 6:50 A. M. Paoli Accommodat'n, 8:20 A. M., 3:40 and 6:20 P. M. Erie Maii Fast Line Parkeeburg Train Lancaster Train Erie Express Day Express 9.35 A. M 9·35 A. M. 9·10 A. M.

 Erie Express
 12:30 P. M.

 Day Express
 4:20 P. M.

 Southern Express
 6:40 P. M.

 Barrisburg Accommodation
 9:40 P. M.

 For further information, apply to
 9:40 P. M.

 JOHN F. VANIEER, Jn., Ticket Agent,
 No. 9:1 CHESNUT Street.

 FRANCIS FUNK, Ticket Agent,
 No. 9:1 CHESNUT Street.

 SAMUEL H. WALLACE,
 Ticket Agent at the Depot

 , 12.30 P. M.

SAMUEL B. WALLAUS, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the VERV SUPERIOR WALNUT PARLOR FURNITURE. VERY SUPERIOR WALNUT PARLOR FURNITURE, Elegant Walnut Chamber Suits, finahed in oil; hand-some Walnut and Oak Buffet Sideboards; 3 Large and Superior Fireproof Safes, Handsome French Plate Mir-rows in Gift and Walnut Frames, Handsome Brussels and other Carpets; Cottage Chamber Suits, Fine China and other Carpets; Cottage Chamber Suits, Fine China and Glasware, Handsome Plated Ware, Superior Re-frigerators, etc.
 On Wednesday Morning, At 10 o'clock, at the auction room, a desirable assort-ment of excellent household furniture.

owner, unless taken by special contract. EDWARD H. WILLIAMS, 4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RALLFOAD. TIME TABLE. On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3\%, 3\%, 4, 435, 5:05, 5\%, 6, 6\%, 7, 5, 9, 10, 11, 12 P. M. Leave Germanic

P. M. Leave Germantown at 6, 7, 714, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 5, 514, 6, 614, 7, 8, 9, 10, 11 P. M. The 820 down train and 354 and 554 up trains will not stop on the Germantown Branch. not stop on the Germantown Branch, ON SUNDAYS, Leave Fhiladelphia at 915 A. M., 2, 405, 7, and

10 P. M Leave Germantown at \$15 A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILROAD.

BSCOTT'S ART GALLERY, No. 1020 CHESNUT

CHESNUT HILL RAILROAD, Leave Fhiladelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 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 9'16 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7'60 A. M., 12'40, 5'40, and 9'25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7%, 9, and 11:05 A. M.,
 1%, 8, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M.
 Leave Norristown at 5:40, 6%, 7, 7%, 9, and 11 A.
 M., 1%, 5, 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., 2%, 4, and 7%

P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 136, 3, 4%, 5, 5%, 6%, 805, 1005, and 11% P. M. Leave Manayunk at 610, 7, 7%, 810, 9%, and 11% A. M., 2, 3%, 5, 6%, 830, and 10 P. M. The 5 P. M. train frem Philadelphia will stop only at School lane and Manayunk and American ports, for the year 1869, is FOR SALE by

AUD FION BALES.

M. THOMAS & BONS, NOS. 139 AND 141

Fale at No. 3718 Baring street, West Phila SURPLUS HOUSEHOLD FURNITURE IRUSSELS AND OTHER CARPERS, FU On Wednesday Morving. Joby 14, at 11 o'clock, at No. 3718 Enring street, West Philedeiphia, the enrichman Household Forniture, compri-ing Wallaut parlor and dining room furniture, walant infl furniture, piano, extension dining table, maluzany sideboard, buonnest and sofa tables, maluzany cottage and chamber furniture, feather beds, Brussels and other cor-puts, chima and glassware, refrigerator, Kitchen utensile, at the table Take Race and Vino steest cars.

7.12.28

Sale at the Ametion Rooms, Nos. 139 and 141. S. Fourth at. SUPERIOR HOUSEHOLD FURNITURE, FIANO, MIRRORS, FIRE PROOF SAFES, HANDSOME VELVET, BRUSSELS AND OTHER CARPERS, ETC.

ETC. On Thursday morning. July 15, at 9 o'clock, at the auction rooms, by catalogue, a large assortiment of superior household furniture, com-prising handsome walnut, parlor and hibrary furniture, covered with planch, rep and hair cloth, three walnut chamber suits, cottage chamber suits, dining room furni-ture, roservood plano-forte. French plate mirrors, wand robes, bookcase, extension, contra and housas tybles, hair mattresses, feather beds, bolsters and pillews, clina and glassware, office furniture, freeprost safe, under by Farrel & Herring rofrigers ors, show cases, stores, large other carpets.

ther carpets. Also, two lady's gold watches and chain. 7 13 31

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 OHESNUT Street; rear entrance No. 1107 Sanson St. Sale at the Anction Store, No. 1110 Chesnut street.
 Sale at the Anction Store, No. 1110 Chesnut street.
 SUPERLOR WALNUT PARLOR AND LIBBRARY SUITS. COVERED WITH PLUSH AND REPS.
 WALNUT CHAMBER FURNITURE, WITH WARD ROBES TO MATCH. OAK AND WALNUT DI-NING-ROOM FURNITURE. MANTEL AND PIER.
 GLASSES. BRUSSELS AND OTHER CARPETS: PLAIN, CHECK AND FANCY MATTINGS, PAR-LOR BILLIARD TARLE, SVELOCIPEDES, COT TAGE CHAMBER SUITS REFRIGERATORS, CLOTHES HAMPENS, PLATED WARE, CUTLE, RY, CHROMOS, OL PAINTING, ENGRAVINGS, CHINA, GLASSWARE, ETU, On Friday Morning.
 At 9 o'clock, will be sold, by catalogue, at No. 1110 Chesnut street, a large assertment of superior parles, china, ghasware, etc.
 SECOND.HAND FURNITURE ENC. Also as an another.

SECOND-HAND FURNITURE, ETC.-Also, an as-

PLAIN, CHECK, AND FANCY MATTINGS - Also

about 15 rolls of superior mattings. PARLOR BILLIARD TABLE AND VELOCIPEDES. At 11 oclock, will be sold, one small billiard table; 1 two when velocipedes and 2 small velocipedes. CUTLERY, Also, an invoice of superior table and pocket cutlery. 713 30

C. D. MCCLEES *& CO., AUCTIONEERS, No. 506 MARKET Street.

SALE OF 1200 CASES BOOTS, SHOES, BROGANS, ETC. ETC. On Thursday Morning, July 15, at 10 o'clock, including a large line of city made goods.

BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 232 and 234 MARKET Street, corner of Bank street, Successors to John B. Myers & Co.

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

K EENAN, SON & CO., AUCTIONEERS, NO

NEW PUBLICATIONS.

BUREAU VERITAS

(FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR

CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Olassi

fication of Vessels surveyed in the Continental, British

at of second hand furniture from families leaving

-D. Ashmead sends us "The Yellowplush Papers," being the first of a cheap series of Thackeray's minor works, which will be completed in twelve volumes.

-From Turner Brothers & Co. we have received the "Sinbad the Sailor" trick book, which introduces eight changes. This magical little volume will afford an infinite deal of amusement to the youngsters. Also, Our Boys and Girls for July 17, and Demorest's Monthly for August, which contains full descriptions of all the latest fashions, together with an interesting variety of reading matter, original and selected.

-We have received Parts 29 and 30 of "Zell's Popular Encyclopedia," which is brought down to the title "Batrachus." The excellent character of this work becomes more apparent as it progresses. It contains an immense amount of valuable information in a compressed shape, and it is issued at a price that leaves no one with an excuse for not possessing a copy.

-From J. C. Garrigues & Co. we have received the Phonographic Report of the Third National Sunday School Convention, which assembled at Newark, N. J., April 28, 29, and 30, 1869. This is the most extensive publication of the kind that has yet been made. It contains the addresses of Rev. Stephen H. Tyng, D. D., Rev. John Hall, D. D., Rev. J. H. Vincent, Rev. Henry Ward Beecher, Rev. Edward Eggleston, Rev. A. Sutherland, Rev. H. Clay Trumbull, George H. Stuart, Esq., and others prominently interested in Sunday School work, with other valuable information. The reprint is embellished with a fine portrait of the late R. G. Pardee, of whom a biographical sketch is given.

-From T. B. Peterson & Bros. we have received "French Without a Master, in Six Easy Lessons," by A. H. Monteith, Esq. This manual is valuable as far as it goes, but any one expecting to learn all the ins and outs of the French language by reading it through like a novel, will be sadly disappointed.

Old Hickory's Brandy Bottle.

There is in possession of Colonel Robert S. Swords, of this city, a relic of the old Democratic war-horse Andrew Jackson, which is well worth description. It is an old-fashioned square cut-glass decater. On one side it bears the inscription: 1829, Andrew one side it bears the inscription: 1929. Andrew Jackson to Colonel John A. Stanard, U. S. A. On the opposite side appears C. M. Stanard to Colonel R. S. Swords. It was presented by President Jackson to his intimate friend colonel Stanard, who was also the intimate friend of General Scott, and was present with the latter at the historic Lundy's lane fight, and wounded there. The gallant Colonel died at the White Honse in Wash-ington during General Jackson's presidency. Colo-nel Swords matried a daughter of Colonel Stanard, and this bottle was presented to him by his mother-in-law, Mrs. C. M. Stanard. The letters of the in-scription are in handsome German text. It bears the name of Old Hickory's brandy bottle. Colonel Swords, however, keeps it always thied with pure old rys. He delights in producing it whenever a Democrat of the Jackson school comes along,-*Newark Journal*. Newark Journal, ALTERNAL T AND SHILL SHILL STATUS

GREENVILLE, Bond County, Ill., July S .- In some few respects your account of the atrocious murder at Greenville, Illinois, is incorrect. Moore, who is under arrest for the murder of Mrs. Jessie Mc-Adams, was not her brother-in-law. Moore martied the sister of a Mr. Ormes, and Mr. Ormes' wife is sister to the deceased lady. There was no money to be made by the slaughter. It was a case of violence or attempted outrage, followed by murder to shield the miscreant who attempted the violation of Mrs. McAdams. Moore's story, so far as I have gleaned to rother and the provide the start here are stored it from citizens of Greenville, is that he passed Mrs. McAdams' residence, and observed her washing, and near her a stranger conversing. He went to his own house, and sent his wife to a neigh-bor's, in a direction opposite to Mrs. McAdams', During that hour, until he summoned his wife home to prepare supper for the harvest hands, his where-abouts are not well accounted for. He says he heard screams, that he went to Mrs. McAdams' house, screams, that he went to Mrs. McAdams' house, found the doors open, the furniture in disorder, mainly as you have narrated. He proceeded across the barn-yard, mounted the fence, and saw her body lying in the stubble, some one hundred and fifty yards off. But from the house to the place where the body was found there is but one track, the footsteps of Moore, who acknowledged to them. Up to the bars leading to the field there are the footprints of the flying woman; beyond that, none. It would appear that at that point her pursuer overtook, slaughtered and carried the bleeding corpse into the stubble. The footprints of Moore led of from the corpse in a roundabout way until lost in the road. There are roundabout way until lost in the road. There are not to be found any footprints of the mysterious stranger. No one ever saw or heard of him prior to stranger. No one ever saw of near of inm pior of or since the tragedy. The citizens agree that there is only one solution to the mystery. Moore attempted an outrage upon Mrs. McAdams: she resisted him, in the struggle upset the furniture, and escaped, running towards the field; that she was overtaken, stabbed to death, and carried to the stubble field. Moore's own story is the most conclusive evidence escinct birm. He was examined by a committee of

against him. He was examined by a committee of prominent citizens and lodged in jail.

-Mr. A. T. Stewart will summer in New London. -Abbott is writing on workingmen's union for L.

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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 Eric Railroad will run as follows:-

	W 2863 & H 28 89 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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-1	MAIL TRAIN Haves Fulliamsport 815 A. M.
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	Williamsport . 8'50 P. M.
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	IT BULLYED AND ANE IN A
	ELMIRA MAIL leaves Philadelphia . 8:00 A. M.
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51	4 arrives at Lockhaven . 7'45 P. M.
	EASTWARD.
	MAIL TRAIN leaves Erie 11'15 A. M.
	MAIL TRAIN HEAVES LITE 19-90 A. M.
- 1	Williamsport . 12-20 A. M.
	" arrives at Philadelphia . 9.25 A. M.
21	FOR EX DUPES las var Fris 6'95 P. M.
61	
	ii Williamsport . 1'00 A. DL
η.	arrives at Philadelphia 4 10 P. M.
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10	Mail and Express connect with Oil Creek and
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7 I I	Allegheny River Railroad.
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7 01	THERE A DECAMENT AND AND AND A MARTINE

ALFRED L. TYLER, General Superintendent 11

Reading and Pottstown Accommodation Trains, at reduced rates. * Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and Intermediate sta-tions by Reading and Pottstown Accommodation Trains, at reduced rates.

The following 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 de-sired, for families and firms, MILEAGE TICKETS,

Good for 2000 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, CLERGYMEN

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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 Willow streets. MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M.

FREIGHT TRAINS FREIGHT TRAINS Leave Philadelphia daily at 4:35 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE BAGGAGE. Dungan's Express will collect baggage for ail trains leaving Fhiladeiphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowh II streets.

SHORTEST	ROUTE	TO THE S	EA SHORE.
CAMDEN	AND ATL.	ANTIO RA	ILKOAD
THROUGH	TO ATLA	INTIC CI	TY IN 1%
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Special Excur Mail			JE A 00:8
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Hammonton.	UNDAY M	ALL TRA	
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Hotels, also 1	t No. 30 S. 1	fifth street.	and the second s
6 29		D. H. MU	NDY, Agent.
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LO	NG BRANO	H. N. J., DI	REOT.

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Via Connecting Railway. At 9:30 A. M., 1:20, 4, 0:45, 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

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, Torresdaie, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run date. All others Sundays occurred.

daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELIAWARE RAILROAD LINES. FROM RENSITOTON ORFOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bart tile, Elewington, etc. The 3:30 P. M. line

bertville, Flemington, ctc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, ctc.

At 11 A. M. and 5 P. M. for Lambertville and interme linte stations. CAMDEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL. ROADS. FROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 246, 333, 6, and 633 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

Vincentown, Birmingham, and Pemberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 F. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horners-town, Cream Ridge, Imlaystown, Sharon, and Hightstowp. 110 WILLIAM H. GATZMER, Agent.

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SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:-At 7:45 A. M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-hermosit

hannock. At 945 A. M. (Express) for Bothlehem, Easton, Allentown, Mauch Chunk, Wilkosbarre, Pittston, Scranton, and New Jersey Central and Morris and

Essex Railroads. At 145 P. M. (Express) for Bethlehom, Easton, Manch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

"00 P M. for Bethlehem, Easton, Allentown, At 5:00 P M. for Bethienen, Edited at 4:15 P. M. and Mauch Chunk. For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Doylestown at 8:45 and 10:45 A. M., and

For Fort Washington at 6:45 and 10:45 A. M., and 11:30 P. M.

H. 30 P. M. For Abington at 1.15, 2.15, 5.20, and 8 P. M. For Lansdale at 0.20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to

the new Depot. TRAINS ARRIVE IN PHILADELPHIA

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 Lansdale at 7.30 A. M. From Fort Washington at 9.20, 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 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M. Tickets sold and Bagyage checked through at Mann's North Pennsylvania Bagyage Express Office, No. 100 S. FIFTH Street. ELLIS CLARK, Agent.

only at School lane and Manayunk.

ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayank at 7% A. M., 1%, 6, and 9%

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

FOR CAPE MAY, VIA WEST JERSEY RAIL-ROAD. COMMENCING THURSDAY, JULY 1, 1869. Leave Philadelphia, foot of Market street, as fol-

10 WS:- A. M., Cape May Express, due 12:25, 3 15 P. M., Cape May Passenger, due 7:15, 4 00 P. M., Fast Express (commencing on Satur-day, July 3), due 6:56 P. M. Sunday Mail Train leaves at 7:15 A. M., due 10:45.

Cape May Freight leaves Camden daily at 5 20 A. BI. RETURNING, TRAINS LEAVE CAPE MAY,

EFTURNING, TRAINS LEAVE CAPE MAY, 6 30 A. M., Morning Mail, due 10 °6 A. M. 9 00 A. M. Fast Express (commencing on Mon-day, July 5), due 12 °07. 5 00 P. M. Passenger, due 9 °27 P. M. Sunday Mail Train leaves Cape May at 5 °10 P. M. Cape May Freight Train leaves daily at 6 °40 A. M. TICKETS. Around Takets \$ 100 . Duarterly Tickets, \$50. to

TICKETS. Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Canden. 20 Cou-pon Tickets, \$40; 10 Coupons. \$25 Excursion Tickets, \$5, for sale at the ticket offices, No. 323 Chesnut street, foot of Market street, also at Cam-den and Cape May. For Mulville, Vineland, Bridgetor, Salem, and Intermediate stations, have Physicaletylic at 200

intermediate stations, leave Phin-Malphia at \$400 A. M., mail, and \$30 P. M., passenger, An accommocation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadeipala dally at 6 00 P. M. Returning, les ves Glassboro at 63 0A. M. Commutation books of 100 ch evs each, at re-

luced rates, between Philad uphia and all Stations.

FREIGHT TRAINS LEAVE CAMPEN For Cape May, Miliville, Vicel nd, etc., etc.,

For Bridgeton, Salem, and way stations, 12:00

noon. Freight received at first cover 4 wharf below Walnut street. Freight delivery, No 228 S. Denaware avenue. 71 WM. J. SEWELL, Supt W. J. R. R.

WEST OHESTER AND UHILADELPHIA RAILROAD.-SUMMER ARRANGEMENT.-On and after MONDAY, April 12, 1869, Trains will

Leave as follows:-Leave as follows:-FIRST and CHESNUT Streats, 7-25 A. M., 2-20 A. M., 2-20 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30 P. M.

Leave West Chester from Depot, on East Mar.

Leave Vet Collector Month No. 740 A. M., 1040 A. M., 155 P. M., 459 P. M., and 645 P.M. Leave Philadelphia for B. C. Janetion and inter-mediate points at 12:30 P. M. and 545 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M. and 2:45 P. M.

and 145 P. M. Trains leaving West Chester at 140 A. M. will step at B. C. Junction, Lenai, Gion Riddle, and Madia; leaving Philadelphia at 435 P. M. will step at B. C. Junction and Media only. Passenstop at B. C. Junction and Media only. Passen-gers to or from stations between Wost 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. Junctica, and going West passengers for stations above Media will take train leaving Philadelphia at 4:26 P. M., and car will be attached to Local train at Media. The Depot in Philadelphia is reached directly by the Chesnut and Wainut street cars. These of

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

Lavival. ON SUNDAYS. Leave Philadelphia for West Chester at 8.00 A.

M. and 2'30 P. M. Leave Philadelphia for B. C. Junction at 7'15

Leave West Chester for Philadelphia at 7.45 A.

M. and 446 P. M. Leave B. C. Junction for Philadelphia at 6.00 A. M. WILLIAM C. WHEELER, 4195 General Superintendent.

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