THE ALTER EVENING THE SECOND FOR THE SECOND STREET, NUMBER OF THE SECOND

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMOBE RAILROAD. TIME TA-BLE.—Commencing MONDAY, May 10, 1869.— 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 Winning-ton for Crisfield and intermediate stations connecting with Delaware Railroad at Winning-ton for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Ferryville, and Havre-de-Grace. Connects at

ion, Ferryville, and Havre-le-Grace. Country Wilmington with train for New Casile. Express Train at 400 P. M. (Sundavs excepted), for Baltimore and Washington, stopping at Ches-ter Thursdow, Linwood, Ulaymont, Wilmisgton,

ter, Thurlow, Linwood, Claymont, Wilmisgion, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Unase's,

Night Express at 11 30 P. M. (daily), for Balti-

more and Washington, stopping at Chester, Thur-low, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-do-Grace, Perryman's, and Magnolia. Passebuers for Fortress Monroe and Norfolk will

WILMINGTON TEAINS.

7 00 P. M. The 5 00 P M. Train connects with Delaware Railroad for Harrington and interme-

take the 12'00 M. train.

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, JULY 16, 1869.

RAILWAY DISASTER.

The [Collision on the Eric Hallrond Yesterday -Six Persons Killed and Several Isjured-Three of the Bodies Barned-Full Partlenlars of the Catastrophe.

Yesterday a telegram to us announced the disaster on the Erie Railroad, at Carr's Rock, In addition to the details given in that despatch, the following were received, but too late for our yesterday's issue; ----

New Youx, July 15.-A terrible disaster occurred this morning on the Erie Railway. The following are the particulars:-

The disaster occurred at Mount Hope depot, twenty-nine miles from Port Jarvis, and is believed to have been caused by the misplacement of the spur switch.

Train No. 3 ran into engine No. 275, attached to the first express train. The engine of No. 3 was thrown from the track. The cars piled upon the engine and immediately took fire. All but the last three conches of the train were destroyed. In the smoking car were a number of emigrants going West, four of whom were instantly killed. Three of the bodies were consumed by fire.

The Rev. Benjamin B. Halleck, of No. 329 E. Fourteenth street, was in the smoking car, and was burned to death.

It is surprising, from the nature of the accident, that so few passengers were injured. The number of wounded is reported by telegraph, to the Erie Railway officers, as not more than three or four. Of these, Erastus Whenton was slightly injured in one of his feet, and Daniel Baur was burned and jammed in the wreck. The father of the latter was burned to death.

The engine of No. 3 was almost entirely destroyed by fire. One mail, one express, one baggage, two day coaches, and one sleeping car were entirely destroyed. The officers of the road and the citizens of Mount Hope immediately turned out, and set to work extricating the passengers, removing the injured, and searching for the bodies of the dead. Part of the mails were burned, including the through, way, and registered mails. Out of 150 pieces of baggage only 11 were saved. The remainder were destroyed by fire or ground up in the wreck. The messenger succeeded in saving the safe from the express car, which is all of its contents that could be got out.

Information of the accident was immediately telegraphed to the officers of the Erie Railway in this city. The latter gave orders to have a train made up without delay to convey surgeons to the scene of the disaster. and also to take every article that might be required to alleviate the sufferings of the injured. This was done, and at last accounts the injured were reported to be doing well. A rigid investigation into the cause of the accident will be begun at once by the officers of the road, and if it shall be found that it was caused, as it is reported, by a misplaced switch, the guilty person or persons will be held to a strict accountability. The wreck was entirely cleared by nine o'clock this morning, and trains are now running regularly.

ANOTHER ACCOUNT.

One of the passengers gives the following account of the disaster :- Left New York at 6.20 P. M., and took a berth in the sleeping car next to the rear car. There were four sleeping and five other cars in the train. At 11:45 he was awakened by jorking motion, and found the speed was slacking, but did not feel apprehensive of going off the track. Inquiring what was the matter, he was told the engine had run into a freight train. He got up and went out, and found the flames bursting out of Mount Hope station-house, and the baggage-cars next to the locomotive were also

on fire.

Lawrence Pedrick, also slightly injured. Only RAILROAD LINES. those persons who were in the smoking car were burned, but the baggage, smoking, two

sleeping, and two day cars were consumed.

The French Cable.

A copy of the following letter has been ad-

dressed to the diplomatic representative of

France, and also England, and another copy

will soon be transmitted to the Governor of

DEPARTMENT OF STATE, WASHINGTON, July

15, 1869 .- Sir: -I have the honor to ask your

attention to the subject of the transatlantic

telegraphic connection, which it is under-stood is expected to be made between the

Empire of France and the shores of the

United States, by means of a cable, to be laid

of a British private corporation, and under

authority of a concession from the Govern-

The project of this enterprise embraces a

connection direct from the coast of France to

the island of St. Pierre, and thence to a point

on the Atlantic coast of the United States. It

division of the projected cable connection ba-

tween the territory of France and of the United

States that I have occasion to ask your atten-

It is not doubted by this Government that

the complete control of the whole subject,

both of the permission and the regulation of

this mode of foreign intercourse, is with the

Government of the United States, and that,

however suitable certain legislation on the

foreign intercourse, commercial and political,

and the terms and conditions of its allowance,

is under the control of the Government of the

As the projectors of the enterprise now in

progress have not received or awaited the

permission of this Government, either to the

establishment of this telegraphic connection,

or to its use for such intercourse with the

coast of France, I have thought it proper to

call the attention of the diplomatic represen-

tatives of the two powers under whose authori-

ty the private rights involved have been ac-

quired, to the position and authority of this

In thus distinctly notifying you that in the

absence of the assent to or concurrence in the

proposed telegraphic connection of the Gov-

ernment of the United States, the proceedings

of the parties interested must be taken in

submission to the authority of the Govern-

ment in the premises, I am actuated as well

not suffer unnecessary disappointment, as by

the purpose to place before you the authority

of the United States on the general subject in

The policy of this Government in respect

to the allowance and regulation of foreign

telegraphic intercourse received very delibe-

the Senate, but at so late a day of the session

as to have failed to be reached in the House

of Representatives. It is quite probable that

this bill announces the policy and purpose of Congress, and the propriety of its provisions

I, therefore, beg to call your attention to the

enclosed copy of the bill as probable evidence

of what conditions of permission and of regu-

lation of foreign telegraphic intercourse are

Accept, sir, the renewed assurance of my

to be insisted upon by the United States.

can hardly fail to secure assent.

very high consideration.

by a desire that these private interests should

Government on the subject.

tion to the views of this Government as to its

authority and duty in the premises.

Massachusetts:-

ment of France.

United States.

its proper light.

R FADING RAILROAD. -GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING QUEIIANN 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 bours

hours :- MORNING ACCOMMODATION.

At 7:30 A. M. for Reading, and all intermediate sta-tions, and Allentown. Refurning, leaves Reading at 6:50 P. M.; arrives in Philadelphia at 2:15 P. M.

MORNING EXPRESS. At 845 A. M. for Reading, Lebanon, Harrisburg, Pettaville, Pinegrove, Tamaqua, Sanbury, Williams-port, Elmira, Rochester, Ningara Falis, Bumalo, Wilkesbarre, Pittaton, York, Carlisle, Chambersburg, under the auspices and in the proprietorship Hagerstown, etc. The 7:30 A. M. train connects at READIN.3 with The 7:30 A. M. train connects at READIN.3 with

East Pennsylvania Ralifood trains for Aleniowa, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisbarg, etc.; and PORT CLINTON with Catawissa Bairoad trains for Williamsport, Lock Haven, Elmira, etc.; at HAR-RISBURG with Northern Central, Comboriand Val-ley, and Schuylein and Smanhamma trains for ley, and Schuylkill and Susquehauna trains for Northumberland, Williamsport, York, Chambers-burg, Pinegrove, etc. is only, of course, in respect to this last

AFTERNOON EXPRESS

AFTERNOON EXPRESS. Leaves Philadelphia at 350 P. M. for Randing, Potsville, Harrisburg, etc., connecting with Raat-ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. diate Stations. Leave Wilmington 6 36 and 8:19 A. M., 1 30, 4 15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Fhiladelphia. The 7 P. M. Train from Wilmington runs daily; all other Ac-From Baltimore to Philadelphia, -Leave Balti-more 7.25 A M., Way Mail; 9:38 A. M., Express; 2:38 P. M., Express; 7:25 P. M., Express.

Leaves Pottstown at 6.25 A. M., stopping at inter-mediate 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. READING ACCOMMODATION.

Leaves Reading at 7:50 A. M., stopping at all way stations; arrives in Philadelphia at 5:15 P. M.; ar-rives in Reading at 8 P. M., and connects with the market train for Pottsville. SUNDAY TRAIN FROM BALTIMORE. Leaves Ballmore at 725 P. M., stopping at Mag-nolia, Perryman'a, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East. Eliton, Newark, Stanton, Newport, Wilmington, Ciay-mont, Linwood, and Chester. PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

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 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. part of a State of the Union may become, in respect of its proprietary fights, in aid of such enterprises, the entire question of the allowance or prohibition of such means of

Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M. and Harrisburg at 440 P. M. Connect-ing at Reading with Alternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945 but M.

Market train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

Stopping at an Stations on Chester Crock and Philadelphia and Baltimore Central Radiroad.
Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M., and 4 35 P. M. Leave Phil-ladelphia for Chadd's Ford at 7:60 P. M.
The 7:00 Å. M. Train will stop at all stations be-tween Philadelphia and Lamokin.
A. Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at P30 P. M., running to Oxford.
Leave Fort Deposit for Philadelphia (Sundays excepted) at 5 40 Å. M., 9 25 Å. M., and 2:50 P. M.
Leave Chadd's Ford for Philadelphia at 6:15 Å. M. A. Sunday Train will leave Philadelphia at 8:00 A. M. for West Grove and intermediate stations.
Returning, will leave West Grove at 4:30 P. M.
Trains leaving Wilmington at 6:30 Å. M. and 4:15 P. M. will connect at Lamokin Junction with the 7:00 Å. M. and 4:30 P. M. trains for Beltimore Cen-All the above trains run dally, Sundays excepted. Sunday trains leave Pottsville at s A. M., and Philadelphia at 345 P. M. Leave Philadelphia for ading at S A. M.; returning from Reading at CHESTER VALLEY RAILROAD.

CHRSTER VALLET RATIONAL Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1900 and 5-45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:50 A. M., 4:30 and 545 P. M. trains for Philadelphia, returning from Skippack at 645 and 845 A. M. and 1400 P. M. Stage lines for the various points in Perklomen 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., pass-ing Reading at 105 A. M. and 150 and 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more etc. more, etc.

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 500 and 5500 A. M. and 10500 P. M., passing Read-ing at 544 and 731 A. M. and 12500 P. M., and arriving at New York at 11 A. M. and 12500 and rate consideration from Congress, during its session of last winter; and a bill, covering the 5 P. M. Sleeping cars accompany these trains through be-ween Jersey City and Pittsburg without whole subject, was sustained and passed in

change. A Mail train for New York leaves Harrisburg at \$10 A. M. and 900 F. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD, Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:25 A. M., and 2:15 and 4:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 625 A. M. for Pinegrove and Harrisburg, and at 1240 noon for Pinegrove and Tremont, returning from Harrisburg at 520 and from Tremont at 645 A. M. and 740 P. M.

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

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME. The trains of the Pennsylvania Central Radiroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty wintes 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 DEPOT, VIZ .:-

TRAINS LEAVE DEPOT, VIZ.:-Mail Train 8:00 A. M. Paoli Accommodat'n, 10:30 A. M., 1:10 and 7:00 P. M. Fest Line 11:50 A. M. Eric Express 11:50 A. M. Harrisburg Accommodation 250 P. M. Lancaster Accommodation 5:20 P. M. Parkesburg Train 5:20 P. M. Cincinnati Express 8:00 P. M. Eric Mail and Pittsburg Express 10:30 P. M. Philadelphia Express 12 night. Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12 o'clock.

Stopping at all stations between Philadelphia nd Wilmington Leave Philadelphia at 11-00 A. M., 2 30, 5-00, and

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 pro-cured and baggage delivered, by 6 P. M., at No. 116 Market streat Market street.

TRAINS ARRIVE AT DEPOT, VIZ .--

TRAINS ARRIVE AT DEPOT, VIZ. Cincinnati Express. 810 A. M. Philadelphia Express 050 A. M. Paoli Accommodatin, 820 A. M., 340 and 620 P. M. Erie Mail 935 A. M. Fast Line 940 A. M. Parkesburg Train 910 A. M. Lancester Train 1230 P. M. Erie Express 420 P. M. Erie Express 640 P. M. Southern Express 640 P. M. Harrisburg Accommodation 940 P. M. Paoll Accommodaton, 8:20 A. M., 3:40 and 6:20 P. M.
Erie Mail 9:35 A. M.
Fast Line 9:45 A. M.
Parkesburg Train 9:10 A. M.
Lancaster Train 1:3:30 P. M.
Erie Express 4:20 P. M.
Day Express 4:20 P. M.
Southern Express 6:40 P. M.
Harrisburg Accommodation 9:40 P. M.
For further information, apply to JOHN F. VANLEER. JR, To Beet, No. 9:1 CHESNUT Street.
FRANCIS FUNK, Ticket Agent, No. 16 MARKET Street.
SAMUEL H. WAILACE, Ticket Agent at the Depot.

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 owner, unless taken by special contract. EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD, TIME TABLE.

TIME TABLE. On and after MONDAY, May 3, 1869. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A. M., I, 2, 3/4, 3/4, 4, 4:35, 5:08, 6/4, 6, 6/4, 7, 8, 9, 10, 11, 12 P. M. . M. Leave Germantown at 6, 7, 7/4, 8, 8:20, 9, 10, 11, 12

A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The \$20 down train and 3% and 5% up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 4 05, 7, and

Leave Germantown at 8.15 A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD. Leave Philadelphia 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, 9:40, 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.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 716, 9, and 11:05 A. M.,
1%, 3, 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%, 3, 4%, 6%, 8, and 9% P. M.
The 7% A. M. train from Norristown will not stop at Mogeo's, Potts' Landing, Domino, or Schur's Leave.

ane. The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohoeken. ON SUNDAYS Leave Philadelphia at 9 A. M., 2%, 4, and 7%

FOR OAPE MAY, VIA WEST JERSEY RAIL-

COMMENCING THURSDAY, JULY 1, 1869.

9.60 A. M., Cape May Express, due 12-25.

July 5), due 12.07.

tions.

noon

Leave Philadelphia, foot of Market street, as fol-

BETURNING, TRAINS LEAVE CAPE MAY, 6 39 A. M., Morning Mail, due 10 06 A. M. 9 00 A. M., Fast Express (commencing on Mon-

Commutation books of 100 checks each, at re

duced rates, between Philad siphia and all sta

FOR Cape May, Miliville, Vineland, etc., etc.,

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

Freight received at first covered wharf below

Wa'nut street. Freight delivery, No. 228 S. Delaware avenue. 71 WM. J. SEWELL, Sup't W. J. R. R.

WEST CHESTER AND PHILADELPHIA On and after MONDAY, April 12, 1889, Trains will

ears of both lines connect with each train upon its

Leave Philadelphia for West Chester at 8.00 A.

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

Leave West Chester for Philadelphia at 7.45 A.

P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.
Leave Philadeiphia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:06, and 11% P. M.
Leave Manayunk at 6:19, 7, 7%, 8:10, 9%, and 11%
A. M., 2 3%, 5, 6%, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk. No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE only at School lane and Manayunk. CUT-OFF STEAM ENGINE. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayonk at 7% A. M., 1%, 6, and 9% Regulated by the Governor. P. M. W S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets. MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868.

BUNTING, DURBOROW & CO., AUCTION-of Back street. Successors to Join B. Myers & Oo L PPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

AUO TION SALES.

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

Sale Nos. 2229 and 231 Hare Street. STONE AND TRAME BEILDIAGS, LEASE AND ETOCK OF A BLACKSMITH AND WHEEL WRIGHTSHOP. On Saturday Morning. July 17. at 10 o'clock, at Ness 2212 and 2331 Hare street, between Coates and Brown, Twoaty third and Twony-fourth, hear the Union Passenger Railway Dopol, the stone and frame buildings, four years' lasse, and stock of a blackstuth and whoowright shop, comprising carts, wagons, publicart, large quantity of new and old work, here shoes, anvils, tools, bunchan, etc. 71521

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 OHESNUT Street; rear entrance No. 1107 Sensors M

MARTIN BROTHERS, AUCTIONEERS ...

A (Latsly Salesmen for M. Thomas & Sons.) No. 5:25) OHESNET Street, rear entrance from Miner

C. D. MCCLEES '& CO., AUCTIONEERS,

BSCOTTS ART CALLERY, No. 1020 CHESNUT

KEENAN, SON & CO., AUCTIONEERS, NO

NEW PUBLICATIONS.

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(FRENCH LLOYDS).

INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.

THE REGISTER VERITAS, containing the Class fication of Vessels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by the Agonts in New York.

ALF MERIAN & CO., 4.25 No. 49 EXCHANGE PLACE. A N H O O D1 М A MEDICAL ESSAY ON THE CAUSE AND CURR OF FREMATURE DECLINE IN MAN, the Treatmont of Nervous and Physical Debility, etc. "There is no member of society by whom this book will not be found useful, whother such person holds the rela-tion of Parent, Preceptor, or Clergymen."-Medical Times

Sent by mail on receipt of fifty cents. Address the Author, Dh. E. DE F. CURTIS, 629 6m No. 222 F Street, Washington, D. G.

DHILOSOPHY OF MARRIAGE .-PHILOSOPHY OF MARRIAGE. A New Conress of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:-How to Live, and Whit to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Gause of Indigetion: Flattelence and Nervons Diseases Accounted For; Marriage Philosophically Considered, etc. etc., Pocket volumes containing these Lectures will be for-warded, post-paid, on receipt of 55 cents, by addressing W. A. LEARY, Ju., S. R. corner of FIFTH and WALNUT Streets, Philadelphia. 235

ENGINES, MACHINERY, ETO.

PENGINES, MACHINERY, ETC. PENN STEAM ENGINE AND BOILER WORKS. -NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful speration, and been ex-insively engaged in building and repairing Marine and River Engines, high and low-pressure. Iron Boilers, Water Tanks, Propellers, etc., etc., respectfully offer their ser-vices to the public as being fully prepared to execute orders with quick lespatch. Every description of pattern-making made at the shortest notice. High and Low-pres-sylvania Charcoal Iroo. Forgings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning, areve business. — The subscribers lave ample whard dock room for seniors.

establishment free of charge, and work guaranteed. The subscribers have ample wharf dock room for repairs of boats, where they can lie in perfect safety, and are pro vided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER Streets. 815 MERRICK & SONS' SOUTHWARK FOUNDRY,

1869. TOR NEW YORK. THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

Company.

FROM WALNUT STREET WHARF. 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 Camden and Amboy Express. 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 Trenton. At 6:30 and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco. At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riveride, Riverton, Palmyra, and Fish Houss, and 2 P. M. for Eiverton, The 11:30 P. M. line leaves Market Stree: Ferry (upper side).

(upper side).

(upper side). FROM KENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. rare, \$3. At 730 and 11 A. M., 230, 330, and 5 P. M. for Trenten and Bristol, and at 10 15 A. M. and 6 P. M. for Bristol.

'30 and 11 A. M., 2'30 and 5 P. M. for Morris-

FROM WALNUT STREET WHARF.

M. and 4:30 P. M. trains for Baltimore Cen

Through tickets to all points West, South, and

Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Contivental 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

KENNEY, Superintendent.

He found that a freight train which should have been waiting on a siding on the left of the road this side of the station, and started on before the arrival of the express, had the engine of the former had not reached the main track when it was struck by the locomotive of the express train, which was running at the rate of forty miles an hour. The engine of the freight train was standing on a frog, and was so firmly fixed that it was not misplaced. The engine of the express train struck the station house, to which it set fire, and then turned round and went off the track headed east, and the tender went to the right headed west. The express car went down a hill towards the river; the first passenger car telescoped into the baggage car, and the whole train was burned, the three sleeping cars only excepted. Only a dozen pieces of baggage were saved.

The freight engine stood locked into the passenger engine, and, after a vain effort to extinguish the flames with water carried from the river, the passengers moved the freight cars east. Two cars were moved at a time, many of them loaded with oil. At 1.30 A.M. there was no engine at the scene of the accident, and some of the passengers were suffering terribly from wounds, and others were past all pain. At 6 A. M. nine dead bodies could be counted. Some distressing scenes of suffering occurred, and there were some remarkable escapes. The engineer of the express train stood bravely at his post, and inrned over several times with his engine, but fortunately escaped injury.

The Rev. Mr. Halleck told his brother-inlaw he was not hurt at all, but was wedged in. His fellow-passengers used efforts to save him, but he died a slow, agonizing death in the presence of sympathizing friends, who were unable to help him.

A young German said his father was burned, and when the ruins of the smoking car were removed, he recognized the remains of his father by his watch.

The disaster is attributed to the carelessness of the engineer of the freight train, who started out before the express train had passed him. It is said he has made himself scarce. The management of the road is severely criticized by all who saw the accident, there being, it is reported, no discipline among the subordinate officers of the road.

THE KILLED AND WOUNDED.

The following is a list of the killed and wounded by the accident at Mount Hope: --Killed-Rev. B. B. Halleck, of New York city.

David Bauer, a German emigrant.

A German woman and two children, names unknown, and several others, whose sharred bodied have not been identified.

Wounded-Charles Bauer, slightly. (Son of the David Bauer who was killed.)

Gotfried Graws, German emigrant, leg

broken. No other serious injuries are reported. D. Wentworth, of Randolph, N. Y., was

bruised in the back and hurt internally. John Flowers, of New York city, bound for

La Crosse, Wis., injured in the back.

John Hunt, leg broken; was jammed between the seats, and held until the flames had almost reached him. Resides at Waterford, N. Y.

In addition to the above the following train men were injured :- David Smith, slightly; P. D. Schuyler, express messenger, cut in head; Perry Hoyt, of Port Jarvis; Charles Coffee, of New York; Erastus Whitton; and

HAMILTON FISH. Count Faverney, etc,

MASQUERADING.

The Ohio Democracy Preparing to Work. A new set of dramatic properties is wanted for the managers of the Democratic party in Ohio, to bring out Rosecrans as the standard-bearer. Butternut trowsers are to be changed for the stars and stripes. The copper color is to be replaced by the red, white, and blue. The reptile hiss is to whistle Yankes Doodle. All the ritual books, and the passwords and grips, and regalia, and concealed arms of the Knights of the Golden Circle, are to be sold for what they will fetch, and the leaders are going to don the worn garments of the disbanded soldier. Valland ham will appear in a fatigue cap and sky-blue tro Vallandigham will appear in a fatigue cap and sky-blue trow-sers; Bloss with a soldier's blouse and brogans, sing-ing John Brown's body. McLean will splice himself with a sugar-loaf hat, with a gilt cord and tassel, and will sew eagle buttons in his waistcoat. The surplus Quartermaster's stores of clothing, which ware found a good thing to buy, will find new pur-chasers in the great Democratic party, which is to be clothed anew in a patriotic garb. Democratic processions will march with faded and bullet-rent banners. Maimed veterans for the carriage specta-cle will be at a premium. The soft strains of "peace cle will be at a premium. The soft strains of "peace at any price" are to be changed to martial marches. The talk of Lincoln's hirelings and of the Abolition war, and the invaders of the South, is to sweetly war, and the invaders of the south, is to sweetly change to ascriptions to our brave soldiers and their glorious victories; for the Democratic managers are forced to the desperate attempt to retrieve their desperate fortunes by running a military hero of the cause they hated, and whose army they would have sacrificed. Our Democratic friends may be awkward in their queer toggery at first, and may be awkward in their queer toggery at first, and may stumble in the lingo of patriotism, but we hope they will perse-vere. The performance will be entertaining, even if it does not make any change in the political situa-tion. Construct for the tion.-Cincinnati Gazette,

DR. F. GIRARD, VETERINARY SUB and all surgical operations, with efficient accommodation for horses, at his infirmary, No. 990 MARSHALL Stree above Poplar. COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent. Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturera Drier Felts, from thirty to seventy-six inches wide; Paulins, Belting, Sail Twine, etc. JOHN W. EVERMAN, 1255 No. 103 CHURCH Street (City Stores) WOODLANDS CEMETERY COMPANY .-W The following Managers and Officers have been elected forithe year 1869-ELII K. PRICE, President. William H. Moore, Samuel S. Moon, Gillies Dallett, Edwin Grebie, B A. Knight William H. Moore, Samuel S. Moon, Gilles Dallett, Edwin Greble, Edwin Greble, The Managers have passed a resolution requiring both tot-bolders and Visitors to present lickets at the entrance for admission to the Cematery. Tickets may be had at the Office of the Company, No. 8B ARCH Stroet, or of anyof the Managers HOUSE-WARMING WITH STEAM -H We are prepared to warm Dwellings and Buildings of all classes with our Patent improved LOW STEAM APPARATUS, Which, for efficiency and economy, rivals all similar H. BELFIELD & CO., No. 435 North BROAD Street. fins. Gaiters, and Shoes for Men and Boys can be has ERNEST SOPP'S Large Establishment, No. 230 N. NINTH Street. 4 2 6m RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish. RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOLTRE RAZOR SCISSORS of the finest quality. Razors, Knives, Scissors, and Table Cutlery Ground and Polished at P. MADEIRA'S, No. 115 S. TENTH Street below Chesnut. ORNEXCHANGE BAG MANUFACTORY, JOHNT, BAILEY, IN. E. corner of MARKET and WATER Streets, C DEALER IN BAGS AND HAGGING Of every description, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone-Dust, Etc. Large and small GUNNY BAGS constantly on hand. 2 % Also, WOOL SAUKS.

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 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, I Good for 2000 miles, between all points, at \$52:50 cach, for families and firms. SEASON TICKETS. For three six upon or twelve months, for holders

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

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 pints 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 2:15 P. M. FREIGHT TRAINS

Leave Philadelphia daily at 435 A. M., 1545 noon, 5 and 745 P. M., for Reading, Lebanon, Harrisburg, Potisville, Port Clinton, and all points beyond. BAGGAGE.

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Freight (with passenger car)
Mail. 417 P. M. Special Excursion. 518 P. M. An extra Express train (through in 134 hours)
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will leave Vine Street Ferry every Saturday at 200 P. M.; returning, leave Atlantic City on Monday at
P. M.; returning, leave Atlantic City on Monday at
9.40 A. M. Local trains leave Vine street:-
Ateo Accommodation
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Hammonton do. Returning, leave
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Haddenfield
Hammonton
Leaves Vine street
Fare to Atlantic City. #2. Round trip tickets
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oakman's Local Express, No. 30 S. Fourth street
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reading rooms of the Merchants' and Continents
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vilie and Tullytown. At 5:30 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

At 7:39 and 10:15 A. M. 2:39, 4, 5, and 6 P. M. for Cornwell's, Torresdaie, Holmesburg, Tacony, Wis-sin ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediato stations. FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway. At 9:39 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25, At 11:30 P. M., Emigrant Line, Fate, 82, At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Tren-ton.

ton. At 9:50 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 P. M. (Night), for Morrisville, Tuliytown, Schenck's, Eddington, Cornwell's, Torrosdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run

 b) A. d., Cape May Passenger, due 7:15.
 b) A. Cape May Passenger, due 7:15.
 c) A. Cape May Passenger, due 7:15.
 c) A. Cape May Freight Commencing on Saturday, July 3), due 6:55 P. M.
 Sunday Mail Train leaves at 7:15 A. M., due 10:45.
 Cape May Freight leaves Camden daily at 9:20 daily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES.

FROM RENSINGTON DEPOT. At 7:30 A. M. for Magara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-

Mirk, Emirie, indeed, Ovego, Rochester, Hinghim-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, Law-bertville, Flemington, etc. The 3'30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and in-terme late stations. CAMDEN AND BURLINGTON COUNTY

MBERTON AND HIGHTSTOWN RAIL ROADS. FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 245, 330, 5, and 63) P. M. for Merchantville, Moorestown, Hartford, Mas avville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Femberton. At 10 A. M., for Lewistown, Wrightstown, Cooks-

town, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt. Horners-town, Cream Ridge, Imlaystown, Sharon, and

town, Cream Ridge, Hightstown, Cream Ridge, 110 WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILFOAD.-For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays

At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Soranton, and New Jersey Central and Morris and Essex Railroads.

At 145 P. M. (Express) for Bethlehem, Easton, lauch Chunk, Wilkesbarre, Pittston, Scranton, Mauch

the new Depot.

From Abington at 2-35, 4-35, 6-45, and 9-35 P. M. 3 10 P. M.

ON SUNDAYS.

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. Abisgton for Philadelphia at 8 P. M. Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLAR at.

DAVID JOY'S PATENT VALVELESS STEAM HAMMER.

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and Stations, etc. Retorts and Gas Machinery of the latest and most im-

day, July 5), due 12'07. 5 00 P. M., Passenger, due 8'22 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. Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Oou-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. Retorts and Gas Anoniner of the Machinery, also, Singar, proved construction. Every description of Plantation Machinery, also, Singar, Saw, and Griet Mills, vacuum Pans, Oil Steam Trains, Do-fecators, Filters, Pumping Eugines, oto. Solo Agents for N. Eillenx's Patent Sugar Boiling Appa-ratus, Nesmyth's Patent Steam Hammer, and Aspinwall a Woolssy's Patent Centrifugal Sugar Draining Ma-chines. 4305

Chesnut street, foot of Market street, also at Cam-den and Cape May. For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 800 A. M., mail, and 3:30 P. M., passenger. An accommocation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 0:00 P. M. Returning, leaves Glassboro at eas of M

CIRARD TUBE WORKS. JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA.

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

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:--

	WRSTWARD,	
MAIL TRAIN	loaves Philadelphia.	. 10'45 P. M.
68	" Williamsport	8.16 A. M.
44	arrives at Erie	. 9.30 P. M.
ERIE EXPRI	SS leaves Philadelphis	. 11 50 A. M.
	" Williamspor	
H water	arrives at Eric .	. 10.00 A. M.
ELMIRA MA	IL leaves Philadelphia	. 8'00 A. M.
54	" Williamspor	
**	arrives at Lockhaven	. 7'45 P. ML
	BASTWARD,	
MAIL TRAIN	N leaves Erie	. 11.15 A. M.
14 A.	" Williamsport	. 12.20 A. M.
	arrives at Philadelphi	a , 9.25 A. M.
ERIS EXPRI	ESS leaves Erie , ,	. 0'20 P. M.
1	" Williamspor	t . T.60 A. M.

" arrives at Philadelphia 4 10 F. M. Mail and Express connect with Oil Creek and Allegheny River Railroad.

Baggage ebecked through.

General Superintendent

Leave West Chester in Philadelphia at 6.00 M. and 4.45 P. M. Leave B. C. Junction for Philadelphia at 6.00 Leave B. C. Junction for Philadelphia at 6.00 M. WILLIAM C. WHEELER, A.M. General Superintendent. THE ADAMS EXPRESS COMPANY, OFFICE No. 220 OHESNUT Street, forwards Parcels, Pack-ages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States. E. COLEMAN, Superintendent.

arrival.

and Hazleten. At 5.00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk. For Doylestown at 845 A. M., 245 and 415 P. M. For Fort Washington at 646 and 1045 A. M., and gers to or from stations between West Chester and H. 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 Logal train at Media. The Depot in Philadelphis is reached directly by the Chesnut and Wainut street cars. Those of the Market street line run within one square. The cars of bath lines connect with each train upon its ters to or from stations between West Chester and 11'30 P. M. For Abington at 1'15, 3'15, 5'20, and 8 P. M. For Lansdale at 6'20 P. M. Firth and Sixth Streets, Second and Third Streets, and Union City Passenger Rallways run to

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