The Indians of Northwestern New York made the difficulties of my honest opponent, that I a deep impression upon his susceptible nature; and when the Hurans elected him a chief, he declared that even old Drury hall never conferred so proud a distinction upon him. Then he surprised his friends by appearing at his New York hotel in the full dress of an Indian warrior—garments of buckskin decorated with beads and porcupine quills, and with his face stroked with yellow and red, his head decked with eagles' plumes. long black locks of horse-hair falling upon his shoulders, bracelets on his arms, tom thank at his belt, and bow and arrows in his hand. He was with difficulty prevailed upon to resume the dress of civilization before returning to

His heart was full of kindness, not only to early friends and young and struggling ctors, but to every suffering and needy human being with whom he came in contact His generosity was lavish and wasteful, Though his income for nearly fifteen years was tea thousand pounds per annum, he died almost penniless. So susceptible that one glass of wine would overcome him. and so compliant that he could not resist peranasion, though he often tried to run away from it, he was an easy victim to excess. Yet one of his managers testified that he rarely crank until the labors of the evening were ever, and never marred a scene with intoxication. Whenever he had been drinking, the first indication of it appeared in an irresistible tendency to quote Latin,

THOMAS CORWIN.

Recollections by President Tuttie. Fresident Tuttle, of Wabash College, contributes to the Cincinnati Gazette interesting reminiscences of Thomas Corwin, among them the following:-

THE HABRISON CAMPAIGN OF 1840. My first sight of Mr. Corwin was during the Harrison campaign in Ohio, in 1840. He was at that time addressing audiences in the open air, the number of which I attempted to describe in a former article. The meetings at Marietta, Zanesville, Lancaster, Delaware, and other places were on a scale probably never equalled before or since. It was at Columbus I saw the famous stump orator, who was then said to have only one rival in moving the masses, the late General Thomas L. Hamer, who lost his life at Monterey, in the Mexican war. These two men had stumped the State together in a spirit of the most courteous rivalry, and while they were as unlike as possible, the friends of each only ventured to pronounce his hero the greater man until he had heard his rival speak. I never saw Mr. Hamer. One day Mr. Corwin and other speakers had addressed an immense meeting at Lancaster, and the next day but one he was to address another similar meeting at Delaware. It was understood that he was to pass through Columbus, and a large cavalcade rode several miles out

from the city to meet him, and not only

escort him in with becoming honor, but ask him to address the people in the market

house.

There was a great excitement in the city. which seemed alive with people from the country. The firing of cannon and the music of bands added to the animation of the scene. Mr. Corwin was in company with several other distinguished men, among whom ex-Senator Thomas Ewing was the most marked. The procession at once escorted the orators to the market house, where a temporary platform had been erected. The "log cabin" would not have contained onetenth of the multitude which was there assembled to hear the orator and the statesman. He had been speaking incessantly for several weeks in the canvass of the State for General Harrison, the Whig candidate for the Presidency, and himself for the office of Gov ernor, to which his party had nominated him. It is said that during that unequalled political campaign he addressed the people in nearly, if not all, the counties in the State. He did not design to speak in Columbus the day referred to, having on previous occasions spoken in the capital; but (if I may copy a description of the scene, written by myself not long after it occurred), being waylaid by his admirers, he consented not reluctantly.

CORWIN'S APPEARANCE. At that time his appearance was striking. In stature, perhaps five feet eight or ten; thick set, in good flesh but not at all corpulent. with a gait and air that very much aided his power to move one's mirth. His complexion was the darkest I ever saw "worn by a white man," but was of such a color that, while it suggested many a witty allusion to it by himself and others as Africanish, it itself refuted any such suspicion. He shaved clean, and his swarthy cheeks hung flabbily and loosely when he was in repose. His eyes were black, and very fine, especially when he was conversing or speaking. This face to me was a noble and pleasing one, and his whole appearance indicated no ordinary man. As he walked he rather rolled along in an awkward way, with no spruce, dapper ways. His voice was one of singular richness, compass, and effectiveness. As I now recall several speeches, he rarely strained his voice, but spoke a great deal in a conversational tone, with a wonderful variety in his modulations, as we sometimes hear a gifted conversationalist.

To hear him was one continued delight, for not only did his ever-varying tones convey the bright and clean-cut arguments with which he convicted you, and the delightful turns of thought and the one-sided anecdotes and illustrations, but that wonderful face was all in motion from his chin to the roots of his hair, as if its every fold and wrinkle and feature were full of irrepressible fun. For the expression of all mirthful emotions, from the most delicate smile to the broadest laughter, in such a way that it seemed impossible not to do what he did, I never saw the match of Mr. Corwin's face. It brought to the owner but the one misfortune, that it was so mirthful that multitudes failed to get at the fact that he had incomparably higher powers

than humor, mirth, or buffoonery. THE ASS AND THE OX. But that day, at Columbus, his object was to get off with as short a speech as possible. He was in his most brilliant humor. One single passage I recall, designed to ridicule the Democratic office-holder, one of whose supporters he represented as saying, "Why, my dear sir, how can it be possible that so much trouble and such hard times exist as you describe, and yet the men whom we have elected to office, and in whom we have unshaken confidence, never whisper a word of all this? Sir, you must be mistaken, or our office-holders would speak!" Mr. Corwin's countenance was the very impersonation of serio-comic gravity while stating this objection. Then began that droll working of his features, at the very sight of which the crowd, before he had said a word, laughed most heartily. "Fellow-citizens," said he, with seriousness quite sepulchral and yet so funny, "I ever allude to the Holy Scriptures with the deepest reverence, and on occasions like the present but seldom. But that venerable patriarch Job has so completely unravelled

must trespass to quote his words: - Doth a wild ass bray while he hath grass, or loweth the ox over his fodder?" By this time has form was bent down towards his hearers, his fun-speaking eye was glancing from one countenance to another, while uproarious mirth seemed leaping out of every muscle of that incomparable face. It was perfectly irresistible. My father stood by me. I never when that "ass" and that "ox" were paraded. to and others laughed until the tears ran in streams down their faces. The vast crowd poured forth peal after peal of laughter such s I never saw equalled. For several minutes aughter ruled the multitude and stifled speech. After quiet was restored, Mr. Corwin oke for some time, and then introduced homas Ewing, then a great favorite in Ohio, whose power and popularity were shown in his ability to address that audience after uch a speech as Mr. Corwin's.

STUDENT AND ORATOR.

If any one will be at the pains to read any of Mr. Corwin's speeches—I mean his elaborate speeches-such as that on the Mexican war in 1846, in the Senate of the United States, he will find how unjust they are to him who regard him as merely the incompa-rable story-teller and actor. That he was such is true, but that he was no more is very far from being true. He was a pro-found student of history and biography, of nations and of men. His knowledge of the latter made him the peerless orator of the masses; his knowledge of the former made him, if not the greatest, yet one of the great statesmen of his day. If any one will recall his magnificent speech at Zanesville in 1814, on the annexation of Texas, or his speech on the Mexican war two years afterwards, he will see how clearly he apprehended his own times, and the spirit which was dominating and coercing our politics to the dreadful issues which frowned on us in 1850, and burst with unmitigated fury upon us in 1861. In 1848 he delivered a speech in the Senate on 'Free Soil against Slavery," and I venture to say there is no more scoreling raillery to be found, or one that does more honor both to the head and humanity of its author, than this terrible ridicule of the maxim, "Partus sequitur contrem"-the child follows the condition of the mother.

HUMANE TENDENCIES.

A stage-coach companion once related to me an incident about Mr. Corwin which showed the humane and even religious leanings of his mind, although not by profession a religious man. A Bible Society meeting was to be held in Lebanon on some week-day evening, and although well advertised, but few were present. Among the few was Mr. Corwin, and after waiting some time for more attendants, he himself began to talk in a plain and unpretentious manner about "this Book of God as containing the remedy for every human woe. He was seated among a little knot of friends, who heard him speak with warming eloquence about the law of this book, its poetry, eloquence, prophecies, and especially its Christ. On this latter theme he discoursed with more than eloquence, delineating the divine beauty of the character with a power and pathos worthy of "the blind preacher." The practical knowledge of this book and of this Christ is what every man in the world needs -so he said-and yet the most of mankind have no suck knowledge. The world is starving to death for want of this. And suppose that we should hear that people in an adjoining State or neighborhood were starving for want of bread, and a meeting were called to consider the means of getting the bread and carrying it to the starving, what should we say if only such a response were made to that call as is made by Christian people in this

spiritual starvation? My informant says that Corwin spoke for an hour to that little circle of favored people in this strain of beautiful eloquence concerning the Bible, and Christ, and the starving world, although he did not come to take any part in the services. That discourse, in the gentleman's opinion, was of such a noble, elevated, eloquent sort, as to merit such a hearing as it might have had in Broadway Tabernacle or Exeter Hall.

town to-night to a call to consider how to give

the bread of life to the millions perishing of

* * * The secret of Corwin's power consisted in the persistency with which he kept pressing his own convictions on you. To his own mind those convictions were very clear, and they were held by him as very important. To make others believe as he did, he resorted to every fair means, and perhaps sometimes to unfair. Throughout his most humorous speeches there ran a chain of logic which he held on to with the greatest tenacity, despite any apparent wanderings for the purpose of telling an anecdote or bringing in some eloquent illustration. This is very finely shown in the speech referred to-"Free Soil Against Slavery"—and so was it in the Zanesville speech. His anecdote became an argument, and by the laugh he raised a force in the direction he was leading you. All his arguments became a living force, not merely by what he said, but by so saying it as to gather all the magnetism of his audience, and concentrating it on the given point.

MORNY'S TASTELESS Fruit Preserving Powder,

Is warranted to keep Strawberries superior to any knoprocess, as well as other fruit, without being air-tigit Price, 50 cents a package. Sold by the grocers. ZANE, NORNY & CO., Proprietors.

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O R N E X C H A N G
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N. E. corner of MARKET and WATER Streets, Philadelphia,
DEALER IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Sait, Super-Phosphate of Lime, Bone
Large and small GUNNY BAGS constantly on hand.
2 32
Also, WOOL SACKS.

PHILADELPHIA AND ERIE RAILROAD.— DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE HARRISBURG, WILLIAMSPORT, THE GREAT OIL REGION OF PENNSYL

VANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 20, 1869, the trains on the Philadelphia and Eric Railroad will run as

follows:--WBSTWARD,

MAIL TRAIN leaves Philadelphia. . 10-46 P. M.

" Williamsport . 9-30 P. M.

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

" Williamsport . 10-00 A. M.

ELMIRA MAIL leaves Philadelphia . 8-50 P. M.

" Williamsport . 6-30 P. M.

ELMIRA MAIL leaves Philadelphia . 8-50 P. M.

ELMIRA MAIL leaves Philadelphia . 10-46 P. M.

ELMIRA MAIL leaves Philadelphia . 10-46 P. M.

ELMIRA MAIL leaves Philadelphia . 10-46 P. M.

Mail and Express connect with Oil Oreek and Allegheny River Railroad, Baggage secked through. General Superintendent

RAILROAD LINES.

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

NORTH, NORTHWEST, AND THE CANADAS. SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1809.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:-- MORNING ACCOMMODATION. MORNING ACCOMMODATION.
At 7-30 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6-30 P. M.; arrives in Philadelphia at 9-15 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sanbury, Willernsport, Elmira, Rochester, Niagara Falls, Printle, Wilkesbarre, Pittston, York, Carlisle, Chambersburg,

Hagerstown, etc.
The 7-30 A. M. train connects at READIN 3 with The 730 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cambertand Valley, and Schuylkill and Susquehanna trains for Northemberland, Williamsport, York, Chambersburg, Pincorove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 320 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION, Leaves Pottstown at 625 A. M., stopping at Peter-mediate stations; arrives in Philadelphia at 840 A. M. Returning, leaves Philadelphia at 430 P. M.; arrives in Pottstown at 640 P. M.

READING ACCOMMODATION.

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 0:15 s. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Portsville.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Patladelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:19 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M. READING ACCOMMODATION.

P. 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.

All the above trains run dally, Sundays excepted.

Sunday trains leave Pottsville 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.

Passparers for Downington and intermediate

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-48, and 4-30 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1-90 and 5-45 P. M.

PERKIOMEN RAILROAD. Passengers for Skippack take 7:30 A. M., 4:20 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:45 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack, NEW YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 9 A. M. and 5 and 8 P. M., passing 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, Eimira, Baiti-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 731 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 be, ween 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.

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. and 245 and 445 F. 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 620 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. 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 educed rates. Excursion Tickets to Philadelphia, good for one

Excursion Tickets to Filladelphia, 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. 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

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 be had only as 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

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 4:35 A. M., 12:45 noon, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

Dungan's Express will collect baggage for all trains eaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowb II streets

and Callowhill streets.

arrival.

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. SCRANTON.

2'80 P. M., 4'15 P. M., 4'85 P. M., 7'15 and 11'80 Leave West Chester from Depot, on 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 inter-mediate points at 12 30 P. M. and 5 45 P. M. mediate points at 12:30 P. M. and 5:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M.

Trains leaving West Chester at 7:40 A. M. will Trains leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Glen Riddie, and Media; leaving Philadelphia at 435 P. M. will stop at B. C. Junction and Media only. Passengers to er from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 725 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 435 P. M., and car will be attached to Local train at Media. 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 of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Chester at 8:00 A. Leave Philadelphia for B. C. Junction at 7:15 P. M. Leave West Chester for Philadelphia at 7-45 A. M. and 4:45 P. M Leave B. C. Junction for Philadelphia at 5 00 WILLIAM C. WHEELER, 4 105 General Superintendent.

EXPRESS TO LONG BRANCH. THE NEW JERSEY EXPRESS COMPANY, OFFICE, NO. 230 CHESNUT STREET, is prepared to receive and forward goods and money to LONG BRANCH, M.

Express closes at 1 o'clock P. M.

H. GORMAN, Agent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALITMORE RAILROAD.—TIME TABLE—Communicating MUNDAI, May 10, 1869.—Trains will leave Depot corner Broad street and Washington syeaue as follows—Way Mail Train at 8 30 A M (sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for triffield and intermediate stations. ton for Criffield and intermediate stations
Express Train at 12 M. (aumings excepted), for
Baltimore and Weshington, stepping at Wilming-ton, Perryville, and Hayre-de-Grace. Connects at

ten, 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 Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perrynan's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Chariestown, Terryville, Havre-de-Viace, deen, Ferryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Extress at 11 30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Likton, North-East, Perryville, Havre-de-Grace,

erryman's, and Magnolia.
Passensers f r Fortress Monroe and Norfolk will take the 12 00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia nd Wilmington Leave Phindelphia at 11 00 A. M., 2 30, 5 00, and 00 P M. The 5 00 P M Train connects with enware Railroad for Harrington and interme-Leave Wilmington 6 36 and 8-10 A. M., 1 30, 4 15, and 7-00 P. M. The s-10 A. M. Train will not stop between thester and Philadelphia, The 7 P. M. Train from Wilmington runs daily; all other Ac-

commodation Trains Sundays excepted.
From Baltimore to Phindelphia.—Leave Baltimore 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, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sandays excepted) at 700 A. M., and 4 25 P. M. Loave Philadelphia for Chadd's Ford at 7:00 P. M.

The 7:00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sandays) at 1:30 P. M., running to Oxford.

Leave Fort Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:25 A. M., and 2:30 P. M.

Leave Chadd's Ford for Philadelphia at 6:15 A. M.

A Sunday Train will leave Philadelphia at 8:00 A. M. for West Grove and intermediate stations. Beturning, will leave West Grove at 4:30 P. M.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M. will connectat Lamokin Junction with the 7:00 A. M., and 4:30 P. M. trains for Baltimore Cen--00 A M, and 4:30 P. M. trains for Baltimore Cen-

tral Railroad.
Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 628 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 Company.

H. F. KENNEY, Superintendent,

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

PROM WALDUT STREET WHARP. At 6:30 A. M., via Camden and Amboy Accom. \$2:25 At 8 A. M., via Cameen and Amboy Accom. \$2-25 At 8 A. M., via Cam and Jersey City 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. and 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.

Trenton.
At 6 30, 8, and 10 A. M., 12 M., 2, 3 3), 4 39, 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, 4:39, 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 (upper side).

PROM KENSINGTON 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
Trenten and Bristol, and at 10 15 A. M. and 6 P. M.

At 7'30 and 11 A. M., 2'30 and 5 P. M. for Morrisville and Tullytown. At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M for Schenek'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, Wissin ming, 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, 6:45, 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 Trens

At 12 F. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg,

and Frankford,
The 9:30 A. M., 6:45 and 12 P. M. Lines will rundaily. All others, Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES. At 7:30 A. M. for Ningara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-

ton. Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 730 A. M. and 330 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for March Charle, Alberton, Berlinsburg, 156 Manch Chunk, Allentown, Bethlehem, etc. At 11 A. M. and 5 P. M. for Lambertville and intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2-16, 3-20, 5, and 6-30 P. M. for
Merchantyille, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithvil'e, Ewansville,

Vincentown, Birmingham, and Pemberton At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and

Hightstown. WILLIAM H. GATZMER, Agent.

NORTH PENNSYLVANIA RAH, ROAD, — FOR BETH! EHEM, DOYLESTOWN, MAUCH CHUNK, EAST ON, WILLIAMSPORT, WILKESBARKE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays At 745 A.M. (Express) for Bethlehem, Allen-town, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-

At 9.45 A. M. (Express) for Bethlehem, Easton, Hentown, Mauch Chunk, Wilkesbarre, Pittston, cranton, and New Jersey Central and Morris and Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Easton,
Mauch Chunk, Wilkesbarre, Pittston, Scranton,

and Hazleton. At 5 00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

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

1:30 P. M.
For Abington at 1:18, 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 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 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.

ON SUNDAIS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 F. M.
Boylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at S.P. M.
Abington for Philadelphia at S.P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.
ELLIS CLAR
at.

RAILROAD LINES. PENNSYLVANIA QENTRAL RAILROAD.

SUMMER TIME.

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

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

Mail Train Steave Deport viz.:—
8-00 A. M. Paoli Accommodatin, 10-30 A. M., 1-10 and 7-00 P. M. Fast Line Paoli Accommodat'n, 10:30 A. M., 1:10 and 7:00 P. M.
Fast Line 11:50 A. M.
Erie Express 11:50 A. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:00 P. M.
Parkesburg Train 5:39 P. M.
Cinchanati Express 8:00 P. M.
Erie Mail and Pittsburg Express 10:30 P. M.
Philadelphia Express, 12 night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

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

The Western Accommodation Train runs daily, except Sunday. For this train lickets must be pro-cured and baugage delivered, by 5 P. M., at No. 116

TRAINS ARRIVE AT DEPOT, VIZ.:-Brie Express 420 P. M.
Day Express 420 P. M.
Southern Express 640 P. M.
Harrisburg Accommodation 940 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 921 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 110 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

Ticket agent at the Depot.

The Pennsylvania Bailroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa. PHILADELPHIA, GERMANTOWN, AND

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, 3/4, 3/4, 4, 4 35, 5 66, 5/4, 6, 6/4, 7, 8, 9, 10, 11, 12 P. M.

P. M.
Leave Germantown at 6, 7, 714, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 434, 5, 534, 6, 64, 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 334 and 54 up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9 15 A. M., 2, 4 95, 7, and 10 5 P. M. 10% P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9%

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, 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.

9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 7½, 9, and 11.95 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M. Leave Norristown at 5:40, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M. The 7½ 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 8, 7%, 9, and 11:05 A. M.,
136, 3, 446, 5, 5%, 6%, 8:05, 10:05, and 11:% P. M.
Leave Manayunk at 6:10, 7, 7%, 8:10, 9%, and 11:%
A. M., 2, 3%, 5, 5%, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop
only at School lane and Manayunk.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2 V. 4, and 71 Leave Manayunk at 7% A. M., 1%, 6, and 9%

W. S. WH.SON, General Superintendent, Depot, NINTH and GREEN Streets. FOR CAPE MAY, VIA WEST JERSEY RAIL-COMMENCING THURSDAY, JULY 1, 1969. Leave Philadelphia, foot of Market street, as fol-

9.00 A. M., Cape May Express, due 12.25. 4 00 P. M., Cape May Express, due 12:25.
4 00 P. M., Fast Express (commencing on Saturday, July 3), due 5:55 P. M.
Sunday Mail Train leaves at 7:15 A. M., due 19:45,
Cape May Freight leaves Camden daily at 9:20

RETURNING, TRAINS LEAVE CAPE MAY, 6 20 A. M., Morning Mail, due 10:05 A. M. 9 00 A. M., Fast Express (commencing on Monay, 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 Cou-pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and

intermediate stations, leave Phliadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at Computation books of 100 checks each, at reduced rates, between Philadelphia and all sta-

FOR Cape May, Miliville, Vireland, etc., etc. For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below Walnut street,
Freight delivery, No. 228 S. Delaware avenue,
71 WM. J. SEWELL, Supit W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1% HOURS.
TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as fol-Special Excursion..... reight (with passenger car) Express, through in 1% hours ... Atlantic Accommedation Atlantic Accommodation

Faprers, through in 12 hours

Tright (with 6:06 A. M. eight (with passenger car)...... Special Excursion An extra Express train (through in 134 hours) ill leave Vine Street Ferry every Saturday at 2:00 M.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-

Returning, leave Leaves Vinestreet 8:00 A. M.
Leaves Vinestreet 8:00 A. M.
Leaves Atlantic 4:17 P. M
Fare to Atlantic City, \$2. Round trip tickets, good for the day and train on which they are issued, \$3. Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the

reading rooms of the Merchants' and Continental Hotels, also at No. 50 S. Fifth street. 6 29 D. H. MUNDY, Agent. THE ADAMS EXPRESS COMPANY, OFFICE No. 230 CHESNUT Street; forwards Parcels, Packages, Merchandise, Rank 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, Squerintendent. AUD TION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Sale at the Auction Rooms, Nos. 123 and 141. 8. Fourth st. SUPERIOR HOUSEHOLD FURNITURE, PIRE-PROOF SAFES, CARPETS, ETC.

On Thursday Moranez,
July 22, at 9 o'clock, at the auction rooms, by catalogus, a large assertment of walnut parlor, chamber, library, and dining room furniture, cottage chamber suits, microra, bookcases, extension tables, hat-stands, hair mattresses, feather beds, chima and glassware, office furniture, two fire-proof safes, made by Farrel & Herring; refrigerators, sewing machines, show cases, stoves, carputs, matting, etc. etc. te. etc. Also, compound microscope, with six objective glasses. Also, compound magnetic machine. 7 20 34

MARTIN BROTHERS, AUCTIONEERS.—
(Lately Salesmen for M. Thomas & Sous.)
No. \$29 OHESNUT Street, rear entrance from Minor.

Bale No. 529 Chesnut street.
HANDSOME WALNUT HOUSEHOLD FURNITURE,
FRENCH FLATE MIRRORS, FIRPHOOF SAFES,
FINE HRUSSELS CARPETS, ETC.
On Wednesday Morning.
21st (nst., at 10 o'clock, at the auction rosms. 7 in 2t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1116 CHESNIT Street: rear entrance No. 1107 Sanson of C. D. McCLEES & CO., AUCTIONEERS, BUNTING, DURBOROW & CO., AUCTION-of Bank street. Successors to John B. Myers & Co. L PPINCOTT, SON & CO., AUCTIONEERS, No. 240 MARKET Street.

BSCOTT'S ART GALLERY, No. 1020 ORSNUT KEENAN, SON & CO., AUCTIONEERS, NO

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN. Imman Line of Mail Steamers are appointed to sail as follows:
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FASSAGE BY THE TUESDAY STEAMER, VIA HALIFAL
FRIST CARDS.
Payable in Gold.

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by Branch Steamer.
Fassengers also forwarded to Havre, Hamburg, Bremes
etc., at reduced rates.
Tickets can be bought here at moderate rates by person
wishing to send for their friends.

For further information sunly at the Comments wishing to send for their triends.

For further information apply at the Company's Offices.

JOHN G. DALE, Agent. No. 15. BROADWAY, N. Y.

O'DONNELL & FAULK, Agents.

No. 4110HESNUT Street, Philadelphia.

CHARLESTON, 8. C.

THE SOUTH AND SOUTHWEST

FAST FREIGHT LINE, EVERY THURSDAY.

The Steamships PROMETHEUS, Captain Gray, and The Steamships PROMETTIRES, Captain Gray, and J. W. EVERMAN, Captain Snyder, WILL FORM A REGULAR WEERLY LINE. The steamship J. W. EVERMAN will sail or SATURDAY, July 17, at 4 P. M., from Pier No. 11 clow Spruce street.
Through bills of lading given in connection with 8

R. R. to points in the South and Southwest. Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to

E. A. SOUDER & CO.,

DOCH STREET WHARP.

ONLY DIRECT LINE TO FRANCE
THE GENERAL TRANSATLANTIC
BETWEEN NEW YORK AND HAVRE, CALLING AT The splendid new vessels on this favorite route forty outlinent will sail from Pier No. 50 North river, as fol

PEREIRE Duchesne Saturday, Mayi
LAFAYETTE Rousseau Saturday, Mayi
ST. LAURENT Lemarie Saturday, Mayi
VILLE DE PARIS Surmount Saturday, June 1 PRICE OF PASSAGE in gold (including wine).
TO BREST OR HAVRE.

PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE,
THROUGH FREIGHT AIR LINE TO
THE SOUTH AND WEST,
EVERY SATURDAY,
ALF DOOR, from FIRST WHARF above MARKET
Street.

Street.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad. west, via virginia and teaches and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expense of transfer.
Steamships insured at the lowest rates.

Steamships insured at the lowest rates.

Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 12 S. WHARVES and Pier I N. WHARVES.

W. P. PORTER, Agent at Richmond and City Point.

T. P. CROWELL & CO., Agents at Norfolk.

LORILLARD'S STEAMSHIP

Salling Tuesdays, Thursdays, and Saturdays. REDUCTION OF RATES. Spring rates, commencing March 15. Satting Tuesdays, Thursdays, and Saturdays, and after 15th of March freight by this line wills taken at 12 cents per 100 pounds, 4 cents per foot, s 1 cent per gallon, ship's option. Advance charge cashed at office on Pier. Freight received at a times on covered wharf.

Pier 19 North Wharve N. B. Extra rates on small packages iron, metals, etc. NEW EXPRESS LINE TO NEW EXPRESS LINE TO
Alexandria, Georgetown, and Washington, D.
C., via Chesapeake and Delaware Canal, with
connections at Alexandria from the most direct route for
Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the
Southwest.

thwest. earners leave regularly every Saturday at noon from the wharf above Market street. Freight received daily. WILLIAM P. OLYDE & OO.,
No. 14 North and South Wharved
HYDE & TYLER, Agents, at Georgetown;
ELDRIDGE & CO., Agents at Alexandria.

NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Market
street, Philadelphia, and foot of Wall street, New York.
Goods forwarded by all the lines running out of New
York, North, East, and West, free of commission.
Freight received and forwarded on accommodating terms
WILLIAM P. CLYDE & CO., Agenta,
No. 12 S. DELAWARE Avenue, Philadelphia,
JAMES HAND, Agent,
6 35
No. 119 WALL Street, New YORK,

NOTICE.-FOR NEW YORK, NOTICE.—FOR NEW YORK,
via Delaware and Raritan Canal, SWIFTSURE TRANSPORTATION COMPANY,
DESPATCH AND SWIFTSURE LINE. The business by these lines will be resumed on and after the 5th of March. For Freights, which will be taken on

nodating terms, apply to W. M. BAIRD & OO., No. 132 South Wharvas. LARZELERE & BUCHEY, Custom House Brokers and Notaries Publica

No. 405 LIBRARY STREET. ALL CUSTOM HOUSE BUSINESS TRANSACTED.

PASSPORTS PROCURED. HOUSE-WARMING WITH STEAM.—
of all classes with our Patent-improved
of all classes with our Patent-improved,
Which, for efficiency and economy, rivals all similar
methods. No. 435 North BROAD Street.