# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, AUGUST 2, 1869.

## AFFAIRS IN SPAIN.

### the New Ministry Composition of the Cabinet -The Future Republican Movements -Pronce of the X. Y. Times,

MADRID, July 14 .- After most prodigious ind wearying efforts, General Prim succeeded ast night only in definitely forming his new inistry. Tremendous exertions were made oth by him and by the Regent to induce Senor lartos to join it, exertions which were not andoned till 5 o'clock last evening. Martos as deaf to all entreaty. The new ministry as follows .- Presidency and War, General im; Marine, Admiral Topete; State (Foreign ffairs), Senor Silvela: Governacion (Home). nor Sagasta: Grace and Justice, Senor Zorilla: Fomento (Public Works and Instrucon), Senor Echegaray; Haciendo (Financo), or Ardanaz; Ultramar (Colonies), Senor Cerra.

The new blood introduced is Senor Ardaaz, who takes charge of finance, in place of nor Figuerola, of capitation tax memory; nor Echegaray, who sees to the public orks and instruction, and Senor Becerra. ho looks after the Colonial Department, thich since the resignation of Seuor Lopez e Ayala has been attended to provisionally y Admiral Topete. Echegaray is a Uniona, and his eloquent speech against religious ntolerance, in which he availed himself of he discoveries of the recent calcined human emains at the Quemadura de la Cruzor burnng place of the Inquisition, to illustrate his nt, created great sensation at the time and marked him in popular estimation for a dis-inguished career. What kind of a Minister will make remains to be proved. As a inionista he comes from a bad school, but if has sense and discernment to look beyond party, and to turn a deaf ear the promptings of its leader, Senor Rios Rosas, he may do great service to his country and to liberty. Senor Becerra is an old Liberal of the Democratic school. He takes a department there is some thought of suppressing for economy's sake (Colonies), but which at present is second to none in importance. It has the wide questions of Cuba, Porto Rico, and Manila to deal with. Perhaps the most important change affected is the shifting of Senor Ruiz Zorrilla from Public Works and Instruction to Grace and Justice, in the place of the ultra Unionista Martin de Herrera, whose recent circular caused the whole upsetting. As Minister of Fomento, Ruiz Zorrilla has been in the Government from the first days of the revolution, and has signalized himself by many acts of noble initiation. His decree ordering the inventories of the cathedrals, etc., which led to the assassination of the Governor of Burgos, has been the means of recovering not buried treasures of silver and gold only, though of these it has a goodly number to boast of, but piles of rich and rare manuscripts, books and literary and archeological treasures, which the dust of ages and the ignorance and carelessness of their ecclesiastical custodian had long hidden from recollection and from view. In the Cathedral vaults and cloisters of the grand old city of Toledo alone there were brought to light valuables of this kind in such profusion that they are now forming a museum of them in the place, and they are of such a character as to be worth crossing to Europe especially to see. Besides this, Senor Zorrilla is the author of the complete revolution in the educational institutes of Spain, which is already beginning to work wonders, and also of the decree for a national pantheon, in which house sepulture is to be given to the illustrious dead. He is a ready and eloquent speaker, somewhat dictatorial and vehement, yet one of those in whom these objectionable characterietics are easily lost sight of in his earnestness. The clerical party hate him for his liberality, and the only possible thing which may now mar his administration of the department on which they completely depend (Grace and Justice), is the fear he may be a little too severe with them. Much, however, depends upon themselves. If they continue in a line of conduct openly antagonistic to the new order of things the revolution has brought about in the destruction of their ancient and exclusive privileges and the establishment of religious equality, they will find him somewhat hard to deal with. If they, in short, adopt the re spectable and creditable line of conduct fol lowed universally by the Roman Catholic clergy of England and the United States, they will not be much the worse for his adminis tration of their temporal interests; but if they cling to the traditions of the past, and tha Catholic exclusiveness so arrogantly laid down in the ridiculous manifestos of Don Carlos I sent to you a week ago, they will find he can make "Jordan a hard road for them to travel." The day has quite gone by for Spain to yield herself up to Catholic intolerance, or the intolerance of any one sect of religious partisans. The Department of Grace and Justice has in addition to the clergy the regulating all the judicial and magisterial appointments, and its importance is therefore readily recognized. The retirement of Senor Figuerola from the Finance Department, and that too before his budget of estimated expenditure for the present financial year is voted, is a marked event. He has clung to office with remarkable tenacity, having been "in" since the first. His financial policy has been much condemned. But what could any Finance Minister do with such crippled re-sources as Spain has? The legacy left by the late Queen's government was a fearful state of chaos, debt, and ruin. Senor Figuerola has done his best to work out of it, but every step he has taken seems only to have plunged her deeper in the mire. He has lacked the moral courage to set his back against extravagance, and, therefore, an unbridled expenditure has marked his administration, to the infinite delight of the legions of bloodsuckers poor Spain continues to nourish in her bosom, but at the cost of adding fearfully to her burden of debt. He has tided over extremities by cans, but he has done little to set the revenue in a way of righting itself. It remains to be seen whether his successor, Senor Ardanaz, will be more fortunate. He is a Unionista, and one of the Vice Presidents of the Cortes.

# REMINISCENCES OF PRESIDENT HAR-RISON.

The Presidential Campaign of 1840. A writer in the Cincinnati Commercial says:-"Few of our public men have been less under-

tood or more generally underrated than Gen William Henry Harrison. Suddenly elevated from one of the lowest positions, a subordinate office, bestowed upon him by vote of the Judges t the Court of Common Pleas of the county in which he resided, and by the almost united colce of the nation placed in the highest posi-lon in the gift of the people, even the leading men of his own party were half inclined to be-deve the stories set afloat by his opponents, deacting from the merits of the old soldier, and harging upon him a want of intellectual ca-acity. If there ever existed a public man who as essentially a man of the people, who knew helr virtues, was thoroughly acquainted with heir wants, and truly sympathiaed with them-hat mun was William Henry Harrison, the ninth

resident of the United States, "During the spring of 1839, preceding the occting of the convention at Harrisburg which commated General Harrison for the Presidency, he friends of that candidate in Pennsylvania, oprohensive that the advocates of Mr. Clay for he same position would steal a march upon hem, pack the convention, and nominate their tavorite by a regular comp de main, had coun-selled together and determined to bolt, after the manner of a portion of the Charleston Convenion in 1800, and nominate independently. The mestion which most puzzled these professional oliticians was whether 'Old Tip' would stand it. Accordingly a leader of this faction, J. Wash ington Tyson, a prominent Philadelphia Whig solitician of the olden time of that party, was respirated to visit the old here at his home. ound him on the subject, and see how the land

"Arriving at Cincinnati, this political Minister Plenipotentiary and Envoy Extraordinary lost no time in califug upon Colonel George W. tradbury, editor and publisher of the Cincin an Daily Republican, at that time the accredi ed house organ of the General, laying the ob ject of his mission before him, and requesting that he would accompany him on his visit to North Bend. Taking a buggy the same after toon, they arrived in the evening at the hospitble mansion of the old hero, situated on the anks of the Ohio fifteen miles below Cincin oati, where the river makes a beautiful curve rom which the place derives its mame. During one of the long and cool evenings of the spring a that climate, the three sat by a cheerin are, chatting, smoking, and occasionally moist-ening their clay with a genuine article which the host always kept on hand. At various times, when opportunity offered. Tyson would urge his companion, from whom we have this ac-count, to broach the important matter in hand to the old gentleman, which proposition he in-variably declined—not caring to take the risk. "The parties at length retired for the night, and at daybreak in the morning our informan stated that he was awakened by a noise und as window. Upon looking out he declared that he saw one of the most touching pictures that he ever witnessed. It was the old farmer of North Bend, in his shirt-sleeves, with a pan of corn-meal dough, calling up and feeding his chickens, some of which perched themselves upon his shoulders and others upon his lap, the clucking and crowing of the entire flock forming a musi-cal entertainment the like of which was not heard at the Boston Jubilee. After breakfast, while the partles were sitting in the sunshine beneath the magnificent row of locast trees in front of the house, which, in their early bloom, filled the air with perfame, the Pennsylvania politician, having screwed his courage up to the sticking place, opened up the object of his visit to the host of the occasion. Our informant stated that as the former unfolded his favorite scheme, concocted by himself and friends, he narrowly watched the countenance of the General, during all which time the piercing eagle eye, which was the most striking and remarkable feature of the veteran soldier's countenance, flashed forth a stream of fire.

"As we prefer to be historically correct in such matters, we give the conversation in the exact language detailed to us. Tyson opened the ball with:-"'General, to be frank, it is well understood among your best friends and most ardent supporters, I believe, that you cannot receive the nomination for the Presidency.' "Such seems indeed to be the prevailing opinion,' was the sententious reply, "You are fully aware then, of course, that the friends of Mr. Clay have so managed matters as to give you no sort of chance in the convention?

# RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, NORRISTOWN RAILROAD, TIME TABLE, On and after MONDAY, May 3, 1869. FOR GERMANTOWN, Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 5, 3%, 3%, 4, 435, 505, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 P. M.

mar and

P. M. Leave Germantown at 6, 7, 714, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 5, 514, 6, 614, 7, 8, 9, 10, 11 P. M. The \$20 down train and \$34 and \$54 up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 105 F. M.

Leave Germaniown at 845 A. M., 1, 3, 6, and 9%

P. M.

P. M. OHESNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3M, 5M, 7, 9, and 11 P. M. Leave Chesnut Hill at 710, 8, 940, 1140 A. M., 140, 340, 540, 640, 840, and 1040 P. M. ON SUNDAYS. Leave Chesnut Hill at 759 A. M., 2 and 7 P. M. Leave Chesnut Hill at 759 A. M., 1240, 540, and 955 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Che CONSHOHOCKEN AND NORRESTOWN. Leave Philadelphia at 6, 75, 9, and 1106 A. M., 5, 3, 45, 5, 55, 65, 805, 1005, and 115 P. M. Leave Norristown at 540, 65, 7, 75, 9, and 11 A. L, 15, 3, 45, 65, 8, and 92 P. M. The 75, A. M. train from Norristown will not stop t Mogee's, Potts' Landing, Domino, or Schur's up.

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 754

P. M. Leave Nerristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.
 Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 13%, 8, 4%, 5, 5%, 6%, 805, 19905, and 11% P. M.
 Leave Manayunk at 616, 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 tane and Manayunk.

only at School lane and Manayunk. ON SUNDAYS, Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9%

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

Depot, NINTH and GREEN Streets. **DHILADELPHIA**, WILMINGTUN, AND BALIMORE RAILROAD.-TIME TA-BLE --Communencing MUNDAY, May 10, 1869.-Trains will leave Depot corner Brend street and Washington avenue as follows--Way Mail Train at So A. M. (sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wiming-ton for Orisfield 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 Wilmington with train for New Casile.

Wilmington with train for New Casile. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Ches-

ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elaton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmon's Ean

deen, Ferrynan's, Eagewood, Magnoin, Chasos, and Stemmer's Run. Night Express at 11:30 P. M. (dally), for Balth-more and Washington, stopping at Chaster, Thur-low, Linwood, Claynout, Willington, Nowark, Elkton, North-East, Perryville, Havre-de-Brace,

'erryman's, and Magnolia. Passengers for Forcess Monroe and Norfolk will take the 12 60 M. train. WILMINGTON TRAINS.

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

700 P. M. The 500 P M. Train connects with Denaware Railroad for Harrington and Intermelinte Stations. Leave Wilmington 6 39 and 8 10 A. M., 1 30, 4 15,

and 7-00 P. M. The S-10 A. M. Train will not stop between Uhester and Philadelphia, The 7 P. M. Train from Wilmington runs daily; all other Ac-

Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia, -Leave Baltimore 7:25 A M., Way Mall; 0:35 A. M., Express; 2:36 P. M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

mont, Linwood, and Chester.
 PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.
 Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.
 Leave Philadelphia for Port Deposit (Sundays excepted) at 700 Å. M, and 435 P. M. Leave Philadelphia for Chadd's Ford at 7:00 P. M.
 The 7:00 Å. M. Train will stop at all stations between Philadelphia and Lamokin.
 A Freight Train, with Passenger Car attached.

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

YORK, AND WAY PLACES. PROM WALNUT STREET WHARF. At 630 A. M., via Caméo and Ambey Accom. \$2:25 At 8 A. M., via Cam and Jersey Oity Ex. Mail 3 00 At 2 P. M., via Camden and Ambey Express.. 3:00 At 6 P. M., for Ambey and intermediate stations. At 6:30 and 8 A. M. ard 2 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. H. R. R. At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trenton.

Trenton. renton. At 0'30, 8, and 10 A. M., 12 M., 3, 3-30, 4'30, 6, 7, and 1'30 P. M. tor Bordentown, Florence, Burlington,

Herry, and Delanco. At 6 30 and 10 A. M. 12 M., 5 30, 4 30, 6, 7, and 11 30 P. M. for Edgewater, Riverside, Riverton, Folmyra, and Fish House, and 2 P. M. for Riverton. The 11 3 P. M. line leaves Market Street Ferry

(upper side). FROM RENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3. At 7:50 and 11 A. M., 2:30, 3:60, and 5 P. M. for Trenton and Bristol, and at 10 15 A. M. and 6 P. M. or Bristol

At 7 Spand H A. M., 230 and 5 P. M. for Morris-

At 7.30 and H 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 Schenek's and Eddington. At 7.30 and 10-15 A. M., 2.30, 4, 6, and 6 P. M. for Cornwell's, Torresdale, Holmoshurg, Tacony, Wis-sing ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesourg and Intermediate stations. FROM WEST FHILADELCHIA DEPOT, Via Connecting Railway. At 9.30 A. M., 1.20, 4, 6.45, and 12 F. M. New York Express Lines, via Jersey City, Paro, 53-25, At 11:20 F. M., Emigrant line, Fare, 82, At 9.30 A. M., 1.20, 4, 6.45, and 12 F. M. for Tren-ton.

ton. At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 F. M. (vight), for Morrisville, Tuliytown, Schenck's, Eddinsion, Cornwell's, Torreadule, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lloes will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE BAILROAD LINES, PROM BENSINGTOR DEPOT. AI 7-50 A. M. IOT Ningara Falls, Euffalo, Dun- kirk, Elmirs, Ithaca, Owego, Rochester, Ringham- ton, Oewego, Syracuse, Great Bend, Mourose, Wilkesburre, Schoolev's Mountain, etc. At 7-30 A. M. and 3-30 P. M. for Scranton, Strondsburg, Water Gap, Belvillere, Easton, Lam- bertville, Flemibgton, etc. The 3-30 P. M. Line conpects direct with the train leaving Easton for Manch Chunk, Allentown, Bethiehem, etc. At 1 A. M. and 5 P. M. for Lambertville and in- termediate stations. CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL

TEMBERTON AND HIGHTSTOWN RAIL

FRAMERTION AND HIGH ISTOWN RAIL-ROADS. FROM MARKET STREET PERRY (UPPER SIDE). At 7 and 10 A. M., 1, 246, 350, 6, and 653 F. M. for Merchantville, Moorestown, Hartord, Maan ville, Hainesport, Mount Holly, Smithville, Ewansville,

Hainesport, Montr Hofry, Smith Ville, Swansville, Vincentown, Birningham, and Pemberton. At 10 A. M., for Lewistown. Wrightstown, Cooks-town, New Fgypt, and Hornerstown. At 7 A. M., 1 and 350 F. M. for Lewistown, Wrightstown, Cockstown, New Egypt, Hornars-town, Cream Ridge, Imlaystown, Sharou, and Hightstown.

Highthown, 110 WHLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILLOAD.

## SUMMER TIME.

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

Walnut streets cars run within one spine of the Depot. Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut street, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders laft at No. 901 Chesnut street, or No. 115 Market street, will reading attention. will receive attention.

will receive attention. TRAINS LEAVE DEPOT, VIZ.:-Mail Train Paoli accommodation 10°20 A.M., 1 10 and 7 00 P.M. Fast Line Eric Express 11°50 A.M. Harrisburg Accommodation Langator Machine 4 00 P.M. Lancaster Accon medation . Parkesburg Train Cincinnati Express 4 00 P. M. 5 30 P. M. 8.00 P. M. Cincinnati Express . . . 8:00 P. M. Erie Mail and Pittsburg Express . . 10:30 P. M.

Philacelphia Express, 12 night. Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sanday night passengers will leave Philadeiphia at 12 Philadelphia Express leaves daily. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be 

RAILROAD LINES.

R EADING 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 7:50 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPIRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Niagara Palis, Butfalo, Wilkesbarre, Pitiston, York, Caritsle, Chambersburg, The 730 A. M. train connects at READINJ with

The 750 A. M. train connects at READINJ with East Pennsylvania Ratiroad trains for Allentown, etc., and the \$15 A. M. train connects with the Lebanon Valley train for Harrisbarg, etc.; and FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Rimira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuyikill and Susquehama trains for Northumberland, Williamsport, York, Chambers-burg, Pinegrove, etc. AFTERNOON EXPRESS

FIRST LARGE FALL SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, August 5, at 10 o'clock, on four months' credit. 7 33 54 AFTERNOON EXPRESS. Leaves Philadelphia at 3:50 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Rairoad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

 Ing and Common Rearrows Frances for Columbia, etc., POTTSTOWN ACCOMMODATION. Leaves Potistown at 625 A. M., stopping at inter- mediate stations; arrives in Philadelphia at 540 A. M. Returning, leaves Philadelphia at 430 P. M.; arrives in Potistown at 630 P. M. READING ACCOMMODATION. Leaves Reading at 759 A. M. stopping at all way stations; arrives in Philadelphia at 500 P. M.; READING ACCOMMODATION. Leaves Reading at 759 A. M. stopping at all way stations; arrives in Philadelphia at 505 P. M.; ar- rives in Reading at 8 P. M., and connects with the market train for Potisville. Trains for Philadelphia leave Harrisburg at 800 A. M., and Potisville at 9 A. M., arriving in Philadel- phila at 1 F. M. Afternoon trains leave Harrisburg at 2 P. M., and Potisville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommondation leaves Reading at 745 A. M., and Harrisburg at 340 P. M. Connect- ing at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 940 P. M., arriving in Philadelphia at 945 P. M. PENN STEAM ENGINE AND PENN STEAM ENGINE AND BOILER WORKS -NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER MAN 165, MACKSMITHS, and FOUNDERS, naving for many years been in successful sportation, and been as-cinaively engaged in building and repairting Marine and River Fugines, high and low pressure, from Boilers, Water Tanks, Propellers, etc., respectfully offer their ser-vices to the public as being fully prepared to contrast for engines of all sizes, Marino, River, and Stationary, having sets of patterns of different sizes, are prepared to excent orders with quick Isopatch. Every description of pattern-making made at the shortest notice. High and Low pres-aure Fine Tubular and Cylinder Boilers of the best Penn-sylvania Charlowal from. Forgings of all sizes and kinda, for and Brass Castings of all descriptions. Roll Turning, Seree Uniting, and all other work connected with the above business.

farket train, with a passenger car attached, leaves Philadelphia at 1245, noon, for Pottsville and all way stations; leaves Portsville at 540 Å, M., connecting

stations; leaves Poitsville at 540 Å. M., connecting at heading with accommodation train for Philadel-phia and all way stations. All the above trains run dalls, Sundays excepted, Sunday trains leave Poitsville at 5 Å. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 5 Å. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD. CHESTER VALLEY RAHMOAD, Passengers for Downingtown and intermediate points take the 750 A. M., 1245, and 4200 P. M. trains irrom Philadelphia, Returning from Downingtown at 610 A. M., 100 and 545 P. M. PERKIOMEN RAILROAD,

PERKHOMEN RAILEROAD. PERKHOMEN RAILEROAD. Passengers for Skippack take 7:50 Å. M., 4:30 and 5:15 F. M. trains for Philadelphia, returning from Skippack at 6:16 and 5:16 Å. M. and 1:00 P. M. Stage lines for the various points in Perklemen Valley connect with trains at Collegeville and Skippack. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leaves New York at 9 Å. M. and 5 and 5 P. M., pass-ing feading at 1:05 Å. M. and 5 and 5 P. M., pass-ing feading at 1:05 Å. M. and 1:50 and 1:0:15 P. M., and connecting at 1:150 arg with Pennsylvania and Northern Central Kallroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more, etc. Returning Express train leaves Harrisburg on

Actiming Express train leaves marrisong of arrivel of Pennsylvania Express from Pittsburg at 250 and 550 Å. M. and 1050 P. M., passing Read-ing at 544 and 731 Å. M. and 1250 P. M., and arriving at New York at 11 Å. M. and 1250 and 5 P. M. Sleeping curs accompany these trains through be, ween Jersey City and Pittsburg without changes

change, A hial train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mall Train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

J. VAUGHN MERRICE. WILLIAM H. MREBIOK. JOHN E. COPE. SCHUYLKILL VALLEY RAILROAD. Trains leave Potswille at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 6:25 A. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Trainent, returning from Harrisburg at 6:20 P. M., Tremont, returning from Harrisburg at 6-20 P. M.,

OUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets, FIILABELPHIA, MERRICK & SONS, ENGINEERS AND MACHINISTS, Manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service. Bollers, Gasometers, Tanks, Iron Boats, etc. Castings of all kinds, either Iron or Brass. Fron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc. 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

AUO FION SALES. MARTIN BROTHERS, AUCTIONEERS .-

att item in ite 7 is a

(Lately Salesmen for M, Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 529 Chesnut street. HANDSOME WALNUT PARIOR. CHAMBER. AND DINING.ROOM FURNITURE. ROSEWOOD CHICKERING FIANO-FORTE, FRENCH FLATE MIRRORS, FINE BRUSSEIS AND OTHER CAR-PETS, PLATED WARG, LARGE AND SUPPRIOR FIREPROOF SAFES, ETC. On Wednesday Morning. Angust 4, at 10 o'clock, at the auction rooms, No. E29 Chesnut street, by catalogue, very superior household furniture, etc. [2224

Sale at No. 1915 Coates street. HANDSOME WALNUT PARLOR AND CHAMBER FUENITURE, Superior Dining room Furniture, Ele-gunt Reserved 7-schave Piano force, Hantsons Bras-sels and Imperial Carpets, Fine Brussels Hall acd Stair Carpets, Fine Hair Mattresses, Kitchen Utensils, otc.

aus, etc. On Thursday Morning, August 5, at 10 o'clock, at No. 1935 Coates street, by esta-logue, the entire household furniture, etc. [7 35 5t

BUNTING, DURBOROW & CO., AUCTION-BERS, Nes. 222 and 231 MARKET Streat, corner of Bank street. Successors to John B. Myors & Co.

IMPORTANT OPENING FALL SALE OF 2000 CASES BOOTS, SHOES, TEAVELLING BAGS, ETC. On Tuesday Morning, August 3, at 10 o'clock, on four months' credit. 17 28 5t

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

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 110 CHISNUT Street, rear entrance No. 11-7 Sumpoin street.

C. D. MCCLEES & CO., AUCTIONEERS, No. 505 MARKET Street.

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BSCOTTS BART GALLERY, No. 1020 CHESNUT

ENGINES, MACHINERY, ETO.

above business, and show that the connected with the Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

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

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WILLIAM WRIGHT'S PATENT VARIABLE

CUT-OFF STEAM ENGINE,

MERRICK'S SAFETY HOISTING MACHINE,

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PATENT VALVELESS STEAM HAMMER.

D. M. WESTON'S PATENT SELF-CENTRING, SELF-BALANCING CENTRIFUGAL SUGAR-DRAINING MACHINE

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For Cotton or Woollen Manufacturers. 7 10 mwi

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THE REGISTER VERITAS, containing the Glassi floation of Vessels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by

M A N H O O DI

A MEDICAL ESSAY ON THE CAUSE AND CURE OF PREMATURE DECLINE IN MAN, the Treatment of Nervous and Physical Debility, etc. "There is no member of society by whom this book will not be found useful, whether such person holds the rola-tion at Parent, Preceptor, or Clergyman."-Medical Times and Caustic.

and Canette. Sent by mail on receipt of fifty conts. Address the Da. E. Dr. F. GURTIS, 629 cm No. 222 F Street, Washington, D. O.

PHILOSOPHY OF MARBIAGE.— A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:-How to Live, and What to Live for: Youth, Maturity, and Indigertion; Flattlence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volucies containing these Lectures will be for-warded, prest-paid, on receipt of 25 cents, by addressing W. A. LEARY, JR. S. E. corner of FIFTH and WALNUT Streets, Philadelphia.

E ASTON & MCMAHON, E ASTON & MCMAHON, SERPTING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York. No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT Street, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilnington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs turnished at the shortest notice. 6259

STOVES, RANGES, ETO.

NOTICE. —THE UNDERSIGNED. NOTICE. —THE UNDERSIGNED. Would call the attention of the public to his WW GOLDENY FACILE FURNACE. This is an entirely new heater. It is so constructed as to once commond itself to general favor, being a combi-inition of wrought and east from. It is were simple in its or arranged with unright flues as to produce a larger amount of heat from the same weight of coal than any fur-near to once a perfectly heathly atmosphere. The produce a perfectly heathly atmosphere. The reduces a perfectly heathly atmosphere. The call and examine the Golden Farls. Most 1132 and 1134 MARKET Street. MARKET Street. A large assortment of Cooking Ranges, Fire Board stows. Low Down Grates, Vantilators, etc., always on heathly and the store of the store of the MARKET Street. THOMSON'S LONDON KITCHENER

N. B.-Jobbing of an Ends prompto Grade 5100 THOMSON'S LONDON KITCHENER or FUROPEAN RANGE, for families, botels, or public institutions, in TWENTY DIFFERENT Billes, John Stevenson Stoves, stc., wholesale and retal, by the manufacturers, SHARPE & THOMSON, 5 WWINST No. 2409 N. SECOND Stream

DR. KINKELIN CAN BE CONSULTED ON all diseases of a certain specialty. Office hours. Ste No. 22 S. ELEVENTH Street.

DHILOSOPHY OF MARRIAGE.

No. 49 EXCHANGE PLACE.

the Agents in New York. ALF MERIAN & GO.,

Regulated by the Governor.

Patented June, 1868.

8.15

JACOB C. NEAFIE, JOHN P. LEVY, BEACH and PALMER Streets.

-The Knoxville Whig estimates Senter's ma-jority in the approaching election at sixty thousand.

-Mr. Speaker Thomson, of Janesville, is pre-sented by several Republican journals in Wis-consin as their first choice for Governor.

-Senator Hendricks, of Indiana, passed through Cheyenne on the 16th, and made a brief address to the Democracy, in which, to their astonishment, he placed National Union over sovereignty, and repudiated unequivocally the doctrine of the right of secession.

-Senator Anthony, in a private letter to a friend in Washington, denies the story that he is preparing to attack his colleague, Senator Sprague, in the Senate aext winter. Mr. An-thony will not take the offensive, but if he is attacked, he will defend himself as he did last session.

-General Schouler, of Massachusetts, in r private letter, says that if the Liquor law is car-ried out to the end as it has been begun, the Germans in Boston, who have, as an almost universal thing heretofore, voted the Republican ticket, will change front and stand like a wall of adamant against the party.

"Yes, I can only say that I think my chance rather slim.

"'Now, in plain terms, General, let me tell you what your friends in our State have determined to do. The Harrison delegation will go to the convention. If admitted, all very well; but if the convention determine to receive the Clay delegation from Pennsylvania, then we propose to withdraw and form another National Convention, in the confident expectation that we shall be joined by the delegations from Ohio, Indiana, and all other States favorable to you. and then we will make a separate, distinct, and independent nomination. Now, sir, the question is this:-Should we make a nomination under such circumstances, would you allow yourself to

be run as an independent candidate?" "At the close of this harangue the veteran lay back in his chair, and, after apparently musing a moment, burst into a hearty, goodnatured laugh, at the close of which he repl

""Mr. Tyson, let me relate to you a little bit of a story, which you will find, if I mistake not, in "Plutarch's Lives." I may not be able to give you the exact words, but very nearly. On one ecasion Pompey the Great visited Mark Antony at Misanum, and after settling some business fairs, they mutually invited each other to supper; but it fell to the lot of the former to give the first entertainment, when Antony asked where should they sup? "There," said Pompey, pointing to his six-oared galley, "that is all the atrimonial home that is left to Pompey." However, after conducting his guests over the bridge to the promontory where the vessel lay at an chor, he entertained them in elegant style. During the entertainment, at which the wine flowed freely, and the raillery upon Antony and Cleo-patra ran high. Manas came to Pompey and said to him, secretly, that if he would permit him to cut the cable, he would not only make him master of Sicily and Sardinia, but of the whole Roman Empire! After a moment's deliberation, Pompey answered:—"Fool! why didn't you do the deed first, and afterwards come and consult

"After bidding their hospitable entertainer good-by, the two visitors departed on their re-A dead silence was maintained for about half the distance to Cincinnati, which was at length broken by Tyson, with, 'Bradbury, the General is a d-d funny old cock, isn't he?'d

"Subsequent events proved that the fears of the Harrison men of Pennsylvania were groundless. This delegation was admitted at Harrisburg-their candidate was nominated, elected, and inaugurated "

### Political.

-Governor Hayes will open the canvass in Ohio in a speech at Wilmington, Clinton county, on the 12th of August.

-The Virginia Legislature will meet on the fourth Tuesday after the promulgation by the commanding general of the ratification of the

Constitution -Robert Tyler refuses to accept the nomina-tion for Mayor in Montgomery, Ala., and says that it is his wish never to be a candidate for any public office.

TO THE PUBLIC, .... THE FINEST ANI largest assortiment of the latest styles of Boots Galters, and Shoes for Men and Boys can be had KRNEST SOPP'S Large Establishment, No. 230 N. NINTH Street

### AGRIOULTURAL.

PHILADEL."HIA RASPBERRY, JUCUN-DA, Agriculturist, and other Strawherry. Lawton Blackberry Plants; Hartford, Concord, and other Grape Vines. Ker sale by T. S. 4 C. E. FLETCHER, ST1 Delanco, N.J. PHILADELPHIA RASPBERRY, JUCUN-

A Freight Train, with Passenger Car attached, will leave Phiadelphia daily (except Sundays) at 1 30 P. M., running to Oxford. 20 P. M., running to Oxford.
 Leave Port 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.
 Returning, will leave West Grove at 3 20 P. M. Trains leaving Wilmington at 6 30 A. M. and 4 16 P. M. will connect at 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 Central Railroad.

tral Railroad. Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Ohesnut 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 FOR CAPE MAY, VIA WEST JERSEY RAIL-COMMENCING THURSDAY, JULY 1, 1869.

Leave Philadelphia, foot of Market street, as fol-

Cape May Freight leaves Camden daily at 9 20

A. M.

RETURNING, TRAINS LEAVE CAPE MAY, 6 30 A. M., Morning Mail, due 10.06 A. M. 9.00 A. M., Fast Express (commencing on Monday, July 6), 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. TIUKETS.

1:45 P. M.

arrival,

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 Cam-

Chemut street, foot of Market street, also at Call den and Cape May. For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8'00 A. M., mail, and 8'30 P. M., passenger. An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6'00 P. M. Returning, leaves Glassboro at second M.

Commutation books of 100 checks each, at re-duced rates, between Philadelphia and all sta-

FREIGHT TRAINS LEAVE CAMDEN For Cape May, Miliville, Vineland, etc., etc., 128 A. M.

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, Sup't 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-

1	The second
	lows:-
	Special Excursion
	Mail
	Freight (with passenger car)
	Mail
	Atlantic Accommodation
	LEAVE ATLANTIC CITY.
	Atlantic Accommodation 6'06 A. M.
	Terrores through in 13, hours
	Freight (with passenger car)11.50 A. M.
	Mail Special Excursion
	Second Drammin 6/18 P. M.
	An extra Express train (through in 1% hours)
	will leave Vine Street Ferry every Saturday at 2:00
	Will leave vine Street Ferry every Saturday at a ve
	P. M.; returning, leave Atlantic City on Monday at
	9.40 A. M.
	Local trains leave Vine street:-
	Atco Accommodation
	Haddonfield do. 2.00 P. M.
	Hammonton do
	Returning, leave
	Atoo 12'16 noon. Haddonfield
	Huddonfield
	Hammonton
	Hammonton
	Leaves Vinestreet
	T news Arlantia
	Fare to Atlantic City, 42. Round trip tickets,
	and for the day and train on which they are is-

good for the day and train on which they are issued, \$3. Additional ticket offices have been located in the

 Thile delphia
 Express
 0.50 A. M.

 Paort A ccommodatin, 8.20 A. M., 3.40 and 0.20 P. M.
 9.35 A. M.

 Frie Mail
 9.35 A. M.

 Fart Line
 9.35 A. M.

 Para esburg Train
 9.10 A. M.

 Lancaster Train
 12.30 P. M.

 Erie Express
 4.20 P. M.

 Souther Express
 4.20 P. M.

 Souther Express
 0.40 P. M.

4.20 P. M. 6.40 P. M.

. 9.40 P. M.

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

Day Express 4'20 P. M Southern Express 6'40 P. M Harrisburg Accommodation 940 P. M For further information, apply to JOHN F. VAN LEER, JR., Ticket Agent, No. 001 CHESN UT Street. FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street, SAMUEL H. WALLACE, Ticket Agent at the Depot, The Pennsylvania kaliroad Company will no

The Pennsylvania hallroad Company will not assume any risk for Bargage, 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. FDWARD H. WILLIAMS. Callowhill streets.

4 29 General Superintendent, Altoona. Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD. - SUMMER ARRANGE MFNT.-On and after MONDAY, April 12, 1839,

Trains will run as follows:-I eave Philadelphia from New Depot, THIRTY-FIRST and UHESNUT Streets, 7 25 A. M., 9 30 A. M., 2 30 P. M., 4 15 P. M., 4 35 P. M., 7 15 and 11 30

P. M. Leave West Chester from Depot, on East Mar-ket street, at 6:25 A. M., 7:25 A. M., 7:49 A. M., 19:10 A. M., 1:58 P. M., 4:50 P. M., and 6:45 P. M. Leave Philadelphia for B. C. Junction and inter-metiate points at 12:30 P. M. and 5:45 P. M. Leave R. C. Junction for Fhiladelphia at 5:30 A. M. and 1:45 P. M.

1:45 P. M. Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Gien Hiddle, and Media; leaving Philadeiphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passen-gers to or from stations between West Chester and B. C. Junction going East will take train leaving West Crester 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 Fhiladeiphia at 4:35 P. M., and car will be attached to Local train at Media. The trepot in Philadeiphia is reached directly by

The Vepot in Philadelphia is reached directly by the Chestut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its Leave Philadelphia for West Chester at 8:00 A.

Leave Philadelphia for B. C. Junction at 7:15 Leave West Chester for Philadelphia at 7:45 A, M, and 4 46 P, M.

M. and 4 45 P. M. Loave B. C. Junction for Philadelphia at 600 A. M. WILLIAM C. WHEELER, 4 105 General Superintendent.

A 109 **DHILADELPHIA AND ERIE RALLROAD.**— SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMS-PORT, AND THE GREAT OIL REGION OF PENN SYLVANIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 25, 1860, the trains on the Philadelphia and Eric Railroad will run as follows: the new Depot.

follows:--

WRSTWARD. MAIL TRAIN leaves Philadelphia Williamsport . 10.45 P. M. 8.15 A. M.

arrives at Eric . 930 P. M. ERIE EXPRESS leaves Philadelphia 1150 A. M. Williamsport 850 P. M. arrives at Eric . 1000 A. M. ELMIRA MAIL leaves Philadelphia Williamsport 630 P. M. arrives at Lockhaven 745 P. M. MASTWARD.

Mail and Express Connect with Oll Creek and Allegheny River Hallroad. Baggage checked through. 11 General Superintendent.

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

Reforts and Gas Machinery of the latest and most mproved construction. Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Eneduced rates. Excursion Tickets to Philadelphia, good for one lay only, are sold at Reading and intermediate sta-ions by Reading and Pottstown Accommodation Desing a real-magnetic sta-

Sole Agents for N. Billeux's Sugar Boiling Appa-ratus, Nesmyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-ing Machines. 4 305 Trains, at reduced rates. Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 237 S. Fourth street, Phinadelphia, or of G. A. Nicolis, General Superintendent, Reading, COMMUTATION TICKETS, At 25 per cent discount, between any points de-CIRARD TUBE WORKS.

At 25 per cent, discount, between any points de-

At 25 per cent missourit, between any points de-sired, for families and irms. MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52:50 each, for families and irms. SEASON TICKETS. For these site and trade

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

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

MAILS MALLS Close at the Philadelphia Post Office for all places on the road and its branches at 5 Å. M., and for the principal stations only at 215 P. M. FREIGHT TRAINS

EREIGHT TRAINS Leave Philadelphia daily at 435 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond, BAGGAGE.

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 925 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

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

SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BFRIKS and AMERICAN Streets, daily (Sundays excepted), as follows:--At 7-36 A. M. (Express) for Bethlehem, Allen-town, Maneh Chunk, Hazleton, Williamsport, Willesbarre, Mahanoy City, Pittston, and Tunk-hannock.

hannock.

At 0.45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 146 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton,

and Hazletan. 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 1:20 P. M. 11.30 P For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Denot.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 A. M., 2:10, 4:46, and 8:26

M. 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.

For Abington at 7 P. M. Doylestown for Philadelphia at 6 80 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at 8 P. M. Tickets sold and Baggage checked through at Mann's North Peunsylvania Baggage Express Office, No. 106 S. FIFTH Street. ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE No. 320 OHESNUT Street, forwards Parcels, Pack-ages, Morchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the printipal towns and cities in the Enited States. E. COLEMAN.