THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, AUGUST 12, 1869.

THE ECLIPSE IN NEW YORK.

Meteorological Observations During the Ecluse-Report of Prof. Danlel Draper, The following report has been submitted to

the Commissioners of the Central Park by Dr. Daniel Draper:-

METEOROLOGICAL OBSERVATORY, CENTRAL PARE, NEW YORE, Aug. 8, 1869.-To the Com-missioners of the Central Park-Gentlemen: -I have the honor to submit the following report of the meteorological effects of the eclipse of the sun which took place yesterday, Aug. 7, 1869. Time of commencement at New York, five hours and twelve minutes. End, sunset. The observations herein recorded were made with the self-registering instruments we have recently placed in the observatory of the park. Those used on this occasion were, (1) thermome-(2) barometer; (3) vane for ter: direction of the wind; (4) instrument for determining pressure of the wind: (5) instrument for determining its velocity. The two first are photographic registers, the other three are pencil machines. They were all in satisfactory working order. I have not thought it necessary to introduce herein the indications of the wet-bulb thermometer, as they do not bear upon the subject, though we have a complete record of them, nor of the blackened bulb thermometer exposed to the sun, as the interruption of clouds rendered it useless. A shadow or obscuration suddenly fell upon the earth. It covered several millions of square miles of surface. It extended from Eastern Russia across the North Pacific Ocean, spread over the whole continent of North America, and reached the North Atlantic. The zone of maximum darkness, about 140 miles in width-the path of the umbradivided our continent almost symmetrically into a northeast and southwest portion, giving, therefore, singular interest to any meteorological observations that might be made-an interest increased by the fact that there will be no total celipse again here visible during the present century. We might, perhaps, expect that an obscuration suddenly occurring over so vast an extent of the earth's surface must produce very striking meteorological effects. In all the overshadowed region it must become colder, and the disturbance of temperature thus arising must produce currents in the air-changes in the winds. The chill in the atmosphere might even cause a condensation of moisture. the production of clouds, and perhaps eventu-ally determine a fall of rain. Here we have to make the important remark that some of these events would happen during the actual occurrence of the eclipse, others would follow in a succession that might occupy several subsequent days. A little reflection will satisfy us that the consequences of a meteorological impression made in the centre of this continent would not reach New York until many hours, or even days, subsequently,

From this it appears that for a correct discussion of the effects of this eclipse we must separate the facts we collect into two groups: 1st. Those that are observed during the actual occurrence of the eclipse; and, 2d. those that are observed for some time subsequently. The former may be spoken of as local phenomena, because they are what each observer notes during the eclipse in the locality of his observations: the second may be considered as general phenomena, because they are the aggregate result of what has happened in other places, whether near or at a distance.

Taking this view of the subject, I shall in this report describe the local phenomena, or those of the last group. A few days hence I shall complete this report by a detail of general effects, thus giving time for those effects, whatever they may be, to reach us at this observatory. During the afternoon the sky at New York had been very much overcast, so that there were fears that the eclipse might not be seen. As the time of its beginning approached, the clouds partially broke up giving at intervals an uninterrupted view of the sun. At the middle of the eclipse, tentwelfths of the sun's diameter being then hidden, the light was still sufficient to discern objects at any distance, and though many persons thought that there was something unusual in the quality of the illumination, others less imaginative correctly remarked that in the twilight, ten minutes after the sun had gone down, the aspect of nature was essentially the same as at the moment of maximum obscuration. The following are the details of my observations and the conclusions to be derived from them:-Of the Thermometer .- At 2 P. M. the thermometer stood at 67 deg. Fahrenheit. It rose until 3, when it had gained 68.25 deg. From that time it declined to 67.25 deg. which it reached at 5 o'clock, about the beginning of the eclipse. The fall of temperature still continued until 7 P. M., when the instrument marked 65:50 deg. But during this period of two hours the decline was not uniform. It went on rapidly until the middle of the eclipse, at 6 o'clock, more slowly afterwards. In the first half of the eclipse the fall of temperature was 1.25 deg.; in the last half only '50 deg. The eclipse over, the thermometer still continued to go down, and at 10 P. M. it had reached 62 50 deg. After that the fall was much more rapid: at 11 o'clock the degree was 59 70. As respects the thermometer, this is the general statement that has to be made. There was a decline during the afternoon, accelerated in the first half of the eclipse and retarded in the second. Of the Barometer-At 2 P. M. the barometer stood at 30°167, corrections being made for height above the sea, capillarity, and temperature. It fell steadily until 4 P. M., through ten thousandths of an inch. From that point it commenced rising; and about the beginning of the celipse, at 5 P. M., had recovered six thousandths. Now it advanced more slowly, and at 6 o'clock, the middle of the eclipse, had gained only two thousandths. During the latter half of the obscuration the rise was more rapid, passing through nine thousandths at 7 P. M. There was then a fall, until 8 o'clock, through three thousandths, succeeded by a rise of eight thousandths in two hours; then came a retardation, and in the next hour only one thousandth was gained. The general statement as regards the barometer is, that this instrument was rising when the eclipse commenced, and continued to do so while it lasted. After that, for about an hour, there was a decline, and then the rise was resumed. Direction of the Wind,-The wind, which had been northwest in the morning, veered northward, and was due north at mid-day. It then returned westward, and kept vibrating until the commencement of the eclipse, at 5, when it was north-northwest. For 4 and threequarter hours, that is until 9.45, it remained stationary. It pext moved a little westward; and at 11 P. M. was northwest. With the exception of a vibration, suddenly occurring at 3 20 A. M., it remained stationary all night. Pressure of the Wind .- The pressure at 12:30 P. M. was at a maximum for the day it was two pounds on the square foot. It then declined, but rose again to 14 pounds at 3:40 P. M. During the eclipse it exhibited a decline. At the beginning it was a pound, at

| ł | the middle | pound, at 6 30 P.M. & pound, and | £ |
|---|---------------|----------------------------------|-----|
| l | after that is | nnereentible | 1 4 |

Velocity of the Wind, -From 9 A. M. to 9 P. M. the wind travelled 90} miles. During the two hours of the eclipse its movement was but ten miles, its rate being less than at any other time of the day. It may be instructive to compare the variations of temperature which have been here given with those of the corresponding hours of the preceding day; I therefore insert the following table

| Hogra | August 6 | Annual 1 |
|----------------------------|------------|----------|
| 2 P. M | 66*50 deg. | 67 deg |
| 8 P. M | 68 | 68-25 |
| 5 P. M | | 67.25 |
| 6 P. M | | 66 |
| 7 P. M | | 65/50 |
| 10 P. M | | 62:50 |
| 11 P. M | | 59.50 |
| The second states that has | | |

From this it appears that the effect of the clipse in lowering the temperature is perceptible, if comparison be made with the temperature of the preceding day; and I make the same remark as regards the day before that. though its temperatures were on an average more than seven degrees higher. The facts presented in this report will, therefore, satisfy s that very extensive obscurations of the earth's surface and atmosphere may for a short time occur, without being accompanied by any energetic meterological effects. In the case before us there has been no great fall of temperature, no striking disturbance of atmospheric pressure, no tempest or tornado, no thunder or lightning. The physical phenomena herein recorded are only such as would be detected by special observations. Many days during the past month have been marked by changes much more extensive and much more abrupt. With this I close my report of the local phenomena. In a few days will submit a report of those designated as of a general kind.

All which is respectfully submitted. DANIEL DRAPER.

ROASTED TO DEATH.

A Horrible Affair in New Jersey.

The Newark Register of yesterday prints the ollowing:

One of the most horrible and heart-rending affairs which we have had lately to chronicle has just come to light in Elizabeth. Michael Mahoney, aged twelve years, and another boy named Caffrey, whose parents reside in Pine street. Second ward, Elizabeth, left that city last Friday, and although search had been in stituted, yet no information of their whereabouts ould be ascertained until on Monday, when a train from Easton conveyed their lifeless remains to Elizabeth.

It appears that Mahoney and Caffrey have wandered from home on several previous occa-sions, and nothing which their parents could do was sufficient to break up the practice, which has at last resulted so fatally. We learn from Monday's Elizabeth Monitor

that the boys took passage on a train of cars on the Central Railroad, and were not discovered by the brakeman until the train had reached Hampton Junction, where they were "put off. Not knowing where to go, they wandered about until nightfall, when becoming cold, owing to the severity of the weather, they took up their quarters for the night in an ash-pit near the depot—a place of deposit for the coal and ashes

from the pans of the locomotives. Next morning the bodies of the two boys were discovered locked in each other's arms, and presenting a most ghastly appearance-their flesh literally burned to a crisp—they having been roasted to death. It is said that during the night the engineer of a locomotive emptied a pan of hot coals in the pit, in which the boys ere unconsciously sleeping, thus causing them a most horrible death. The remains of the boys were brought to Elizabeth on Monday, and were buried in the afternoon-on at 2 o'clock, the other (Caffrey) at 4 o'clock.

Summer Notes.

-Long Branch popularity is on the wane.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, NORRISTOWN RALLROAD, TIME TABLE. On and after MONDAY, May 3, 1899. FOR GERMAN TOWN. Leave Philadelphia at 6 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3%, 3%, 4, 4:35, 5:08, 5%, 6, 6%, 7, 5, 9, 10, 11, 12 P. M.

P. M. Leave Germantown at 5, 7, 754, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 5, 514, 5, 654, 7, 8, 9, 10, 11 P. M. The 820 down train and 394 and 554 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.

P. M. CHESNUT HILL RAILROAD, Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 5%, 1, 40, 540, 540, 640, 840, and 1040 P. M. ON SUNDAYS, Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 5:40, 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 9:95 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 75% 9, and 11 05 4, 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

Mogee's, Potts' Landing, Domino, or Schur's 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 Ehfladelphia at 6, 7%, 9, and 11°05 A. M., 1%, 3, 4%, 6, 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, 6%, 8°30, and 10 P. M.
The 5 P. M. train frem Philadelphia will stop only at School lane and Manayunk.
ON SUNDAYS:
Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.

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

Depot, NINTH and GREEN Streets. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.-TIME TA-BLE.-Commmencing MONDAY, May 10, 1869.-Trains will leave Depot corner Broad street and Washington avenue as follows:-Way Mail Train at 8 30 A. M. (Sundaysexcepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilming-tor for trainal and intermediate stations.

Connecting with Delaware Railroad at Wilming-ton for Orisfield and intermediate stations. Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Ches-ter, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville. Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

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

Perryman's, and Magnolia. Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 12'00 M. train. WILMINGTON TRAINS.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:00 A. M., 2 30, 5:00, and 7 00 P. M. The 5 00 P M. Train connects with Delaware Railroad for Harrington and interme-diate Stations. Leave Wilmington 6 39 and 8:10 A. M., 1:30, 4 15, ned 7:00 P. M. The 8:10 A. M. Train will not stop

and 7 00 P. M. The 8 10 A. M. Train will not stop between Chester and Philadelphia, The 7 P. M. Train from Wilmington runs daily; all other Ac-

Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia.-Leave Baltimore 7.25 A. M., Way Mail; 9:36 A. M., Express; 2:36 P. M., Express; 2:36 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, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD TRAINS. Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad, Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M. and 4 35 P. M. Leave Phi-ladelphia for Chadd's Ford at 7:00 P. M.

The 7-00 A 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 130 P. M., running to Oxford.

Philadelphia Express leaves daily. All other

RAILROAD LINES. 1869. -FOR NEW YORK.-THE CAMDEN AND AND ANBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' INES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES. READING RAILROAD. -GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKHIL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

YORK, AND WAY PLACES. FROM WALNUT STREET WRARF. At 6:30 A. M., via Camden and Ambey Accom. \$2:25 At 5 A. M., via Cam. and Jersey City Ex. Mall 300 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. 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 Trento.

At 7:30 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.

Trenton. At 630, S, 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, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry MORNING EXPRESS. At 5'15 A. M. for Reading, Lebanon, Harrisburg, Pettsville, Pinegrove, Tamaqua, Sanbury, Williams-port, Elmira, Rochester, Niagara Falls, Bunalo, Wilkesbarre, Privaton, York, Caritsle, Chambersburg, Hagerstown etc. (upper side). PROM RENSINGTON DEPOT

At 11 A. M., via Kensington heror. New York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 5 P. M.

for Bristol. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-ville 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 Cornwell's, Torresdale, Hoimesburg, Tacony, Wis-sin ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. FROM WEST PHILADEL/PHIA DEPOT, Via Connecting Railway.

FROM WEST FRILADELTRIA DECOT, VIS Connecting Reilway. At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, vin Jersey City. Fare, \$3:25, At 11:30 P. M., Emigrant Line, Fare, \$2. At 9:30 A. M., 1:29, 4, 6:45, and 12 P. M. for Tren-

 Ing and Columbia Railroad traines for Columbia, etc. POTTSTOWN ACCOMMODATION.
 Leaves Potistown at 6°25 A. M., stopping at intermediate stations; arrives in Philadelphia at 3°40 A.
 M. Returning, leaves Philadelphia at 4°20 P. M.; arrives in PotiStown at 6°40 P. M.
 READING ACCOMMODATION.
 Leaves Reading at 7°29 A. M., stopping at all way stations; arrives in Philadelphia at 5°50 P. M.; Returning, leaves Philadelphia at 5°50 P. M.; arrives in Reading at 7°29 A. M., stopping at all way stations; arrives in Philadelphia at 5°50 P. M.; Returning, leaves Philadelphia at 5°50 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.
 Trains for Philadelphia leave Harrisburg at 5°10 A.
 M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2°45 P. M., arriving at Philadelphia 6 45 P. M.
 Harrisburg Accommodation leaves Reading at ton. At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 P. M. (Sight), for Morrisville, Tullytown, Schenck's, Eddington, Oornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

At 7.50 A. M. for Niagara Falls, Buffalo, Dun-At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-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-

At 11 A. M. and 5 P. M. for Lambertville and In-CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

Reading at 8 A. M.; returning from Reading at 425 P. M. CHESTER VALLEY RAILROAD. ROADS, FROM MARKET STREET FEBRY (UPPER SIDE). At 7 and 10 A. M., 1, 2-16, 3-39, 5, and 6-30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Utercome, Birmingcham, and Pemberton. av25 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7.30 A. M., 1945, 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 Skippačk take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lings 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 1:05 A. M. and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Whilamsport, Elmira, Balti-more, etc. Pennet Express train Leaves Harrisburg on

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 Hightstown

Hightstown. 110 WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Fennsylvania Central Railroad leave the Lepot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket street cars, the last car connecting with each

more, etc. train leaving Frost and Market streets thirty minutes before its departure The Chesnut and Walnut streets cars run within one square of the arrival of Pennsylvania Express from Pittsburg at 350 and 550 A. M. and 1050 P. M., passing Read-ing 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 clange

Walnut streets care rate that on application 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 left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

at No. 901 Chesnul Street, or No. 116 Market street, will receive attention. TRAINS LEAVE DEPOT, VIZ.:-Mail Train 8:00 A. M. Paoli Accommodat'n, 10:30 A M., 1:10 and 7:00 P. M. Fast Line 11:50 A. M. Eric Express 11:50 A. M. Harrisburg Accommodation 2:30 P. M. Lancaster Accor modation 5:30 P. M. Oncinnati Express 8:00 P. M. Cincinnati Express 8:00 P. M. Eric Mail and Pittsburg Express 10:30 P. M. Eric Mail and Pittsburg Express 10:30 P. M. Philadelphia Express, 12 night. Eric Mail and Philsourg 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 chilosi

Tremont, returning from Harrisburg at 620 P. M., and from Tremont at 645 A. M. and 740 P. M. TICKETS. Through first-class tokets and emigrant tickets to Canadas. Excursion Tickets from Philadelphia to Reading

12115 13 13

and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

RAILROAD LINES.

NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.

MORNING ACCOMMODATION.

lagerstown, etc. The 750 A. M. train connects at READING with

The 7:50 A. M. Irain connects at READING with East Pennsylvania Railroad trains for Alientown, etc., and the 5:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Eimira, etc.; at HAR-RISBURG with Northern Central, Cumberland Val-ley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambers-burg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Read-ing and Columbia Railroad trains for Columbia, etc.

Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 715 A. M., and Barrisburg at 410 P. M. Connect-ing at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 915 P. M.

Market train, with a passenger car amached, leaves

hiladelphia at 12:45, noon, for Pottsville and all way tations; leaves Pottsville at 5:40 A. M., connecting d Reading with accommodation train for Philadel-

All the above trains run daily, Sundays excepted, Sunday trains leave Pottsville at S A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for

Returning Express train leaves Harrisburg on

change. A Mail train for New York leaves Harrisburg at S10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD,

Trains leave Pottsville at 6:30 and 14:50 A. M., and 6:40 P. M., returning from Tamaqua at 8:85 A. M., and 2:15 and 4:15 P. M.

and 245 and 445 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Auburn at 645 A. M. for Pinegrove and Harrisburg, and at 1249 noon for Pinegrove and

his and all way stations.

hours:---

AUD FION SALES.

BUNTING, DURBOROW & CO., AUCTION-BEERS, Nos. 202 and 204 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SPECIAL AND PEREMPTORY SALF OF HOSTERY, GLOVES, AND STAY BINDINUS, The Importation of Mr. George O. Evans, On Friday Morning, Aug. 13, at 10 o'clock, on four months' credit. [97 5t

Leaving the Company's Depot at Thirteenth and Callowinil streets, Philadelphia, at the following

LARGE SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC. On Friday Morning, August 13, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian. list, hemp, cottage, and rag carpotings. [8754

SALE OF BOOTS, SHOES, BROGANS, ETO. On Tuesday Morning, August 17, at 10 o'clock, on four months' credit. 8 11 54

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1140 CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at the Auction Store, No. 1107 Sansom street. Sale at the Auction Store, No. 1107 Sansom street. SUPERIOR WALNUT FURNITURE, PIANO-FORTES, MANTEL AND PIER GLASSICS, BRUS-SELS AND OTHER CARPETS, HAIR MAT-TRESSES, BEDDING, OIL PAINTINGS, ENGRAY-INGS, CLOTHES HAMPERS, WATER.COOLERS, REFRIGERATORS OFFICE TABLES AND DESKS, DECORATED CHINA CHAMBER SETS, VASES, GLASSWARE, ETU. On Friday Morning. August 15, at 9 o'clock, at No. 1119 Chesnut street, will be sold, a large and excellent assortment of walnut pafor and chamber furniture, walnut and oak diming-room suits: about 30 walnut and gill frame mantel, pier, and chamber furness. cottage suits. Brussels and other carpets, plano-fortes, chima, glassware, etc.

asses: contage suits; brusses and online, an assortment sECOND-HAND FURNITURE -Also, an assortment

of second-hand Furniture. Also, an assortionate WHITE LEAD. Also, 500 bounds white lead. SILVER PLATED WARE AND CUTLERY. Also, in invoice of plated ware and cutlery. \$11 2t

L IPPINCOTT, SON & CO., AUCTIONEERS, No. 540 MARKET Street.

FIRST FALL SALE OF FOREIGN AND DOMESTIC DRY GOODS, NOTIONS, MILLINERY GOODS,

Etc., will takeplace Etc., will takeplace On Wednesday Morning, August 18, at 16 o'clock, by catalogue, on four montha 86 ft

C. D. MCCLEES & CO., AUCTIONEERS, No. 500 MARKET Street.

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC, ETC, On Monday Morning, August 16, at 10 o'clock, including a large line of city made

N, B. Sale every Monday and Thursday. 8 12 24

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

BY B. SCOTT, JR., Street, Philadelphia, 1020 CHESNUT

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND PENN STEAM ENGINE AND BOILER WORKS --NEAFIR & LEVY, FRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER AAKERS, BLACKSMITHS, and FOUNDERS, having or many years been in successful operation, and been ex-formany years been in successful operation of Maters in the public as being fully prepared to contract for business of all sizes. Marine, River, and Stationary in wring erders with quick isopatch. Every description of pattern-marking made at toe shortest notice. High and Low-pre-sure Fine Tubular and Cylinder Bollers of the best Pean-sylvania Charcoal Iron. Forgings of all sizes and kinds, for and Brass Castings of all descriptions. Roll Turning, screw cutting, and all other work connected with the and the successful operation.

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MASHINGTON Streets, PHILADELPHIA. 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, Iron Frame Roofs for Gas Works, Workshops, and

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

mproved construction. Every description of Plantation Machinery, also,

Sugar, Saw, and Grist Mills, Vacuum Pans, Ou Steam Trains, Defecators, Filters, Pumping Ea-

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ratus, Nesnyth's Patent Steam Hammer, and Aspin-wall & Woolsey's Patent Centrifugal Sugar Drain-bar Machines

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O R N E X C H A N G E BAG MANUFACTORY, JOHN T. BAILEY, N. F. corner of MARKET and WATER Streets, Buildedobia

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tion to inventors can be had on application. Models

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STATE RIGHTS FOR SALE. - STATE Rights of a valuable Invention just patonted, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of notels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPFRE'S POINT, M., 5 2701

WOODLANDS CEMETERY COMPANY .-

W ODDLANDS The following Managers and Officers have been elected for the grar 1939-ELL K. PRIOE, President. William H. Moore, Gillies Dallett, Edwis Grebis, Secretary and Treasurer, JOSEPH B. TOWNSEND. The Maringors have passed a resolution requiring both Lot-holders and Visitars to present tickots at the entrance for administen to the Ocenetary. Tickets may be had at the Office of the Company, No. Siz ARGH Street, or of anyof the Managors.

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gines, etc.

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ing Machines.

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4 30%

141

White Sulphur Springs, Va., have become distinguished. -Lulu H. Gardner, of Gotham, is the belie of

the White Mountains. -A sca-side gossip says that a Newport lady has a ring cut out of a solid diamond, and said

o be the only one in the country. -The races at Saratoga bring together a large rowd of the "fancy," whose wash and board

ills are never paid. -At Newport, rooms in private houses are in creat demand, and many citizens are letting apartments for the first time.

Newport's pet and hobby, the "Old Stone Mill," is having an iron fence erected about it at keep at bay relic hunters.

At some watering-places sashes are wort tied across the breast, on the shoulder, with loops and ends hanging down the back.

-A correspondent says there is not much beauty represented at Newport, and when seen at all is found generally in some out-of-the-way

-It is believed in California that next summer and for many years thereafter the most popular summer resort with those who wish for a cool retreat will be Alaska.

-Newport has a live lord, one marquis, four counts, and a dozen others with long drawn out titles. A couple of pretty French ladies attract a great deal of attention.

This revelation reaches us from Newport:-Hair-dressers are regularly engaged by the ladie o go to the hotels and cottages, and arrange hair on the head for bathing, which is done y means of elastic and springs.

Personalities.

-Gousehalk will return.

-Sprague's maternal is a spiritualist. Sardou's "Patrie" will soon be sung

-General Bragg is blowing in Canada. - The Prince Imperial can run an engine

-Kate Merrill is "Professor" of English Lite

ature -The Siamese twins and their families are in New York

Vice-President Coltax has reached Virginia Ity, Nevada.

Ole Bull will fiddle here during the winter -D. E. King doesn't want to govern radical

dinnesota -Fx-Senator Foster finally accepts the law

ofessorship in Yale. — Prince Arthur will leave for America in the

espondence with Prussla.

-Rev. Henry Blanchard is locturing with effect on Free Trade in Minnesota.

-Blue and white striped grenadine is the favorite material of the Princess of Wales.

| l | TASTON & MCMAHON, |
|---|---|
| l | 1 SIMPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York. |
| l | No. 18 SOUTH WHARVES, Philadelphia. No. 45 W. PRATT Street, Baltimore. |
| ł | We are prepared to abip every description of Freight to Philadelphia, New York, Wilmington, and intermediate |

points with promptness and despatch. Canal Boats and Steap, tugs invisiend at the shortest notice. 6:35

GROCERIES AND PROVISIONS.

MICHAEL MEAGHEE & CO. No. 223 South SIXTEENTH Street,

Wholesale and Retail Dealers in

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TERRAPINS 215 PER DOZEN. 945

MORNY'S TASTELESS Fruit Preserving Powder,

Is warranted to keep Strawberriss superior to any known rocess, as well as other fruit, without being sir-tight, rice, be contas package. Sold by the grocers Price, be conta a pas ZANE, NORNY & CO., Propriotors.

No. 136 North SECOND St., Philada 5份如

1 30 P. M., running to Oxford. Leave Port Depesit 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 4:30 P. M. Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with the '00 A. 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 Continental Hotel, where also State Rooms and Berths in Sleeping where also State Rooms and Bertis in Steeping 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-ROAD. COMMENCING THURSDAY, JULY 1, 1869.

Leave Philadelphia, foot of Market street, as fol-

lows:--9.00 A. M., Cape May Express, due 12.25.

b 0 A. M., Cape May Passenger, due 1226.
 3 16 P. M., Cape May Passenger, due 715.
 4 00 P. M., Fast Express (commencing on Saturday, July 3), due 6 65 P. M., Sunday Mail Train leaves at 715 A. M., due 10 45.
 Cape May Freight leaves Camden daily at 9 20

A. M RETURNING, TRAINS LEAVE CAPE MAY,

6 30 A. M., Morning Mail, due 10 66 A. M. 9 00 A. M., Fast Express (commencing on Mon-

b 60 A. M., Fast Express (commencing on Mon-day, July 5), due 12:07.
 b 60 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 Canden. 20 Cou-pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328

Chesnut street, loot of Market street, also at Cam-den and Cape May. For Millville, Vincland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8.00 A. M., mail, and 3.50 P. M., passenger. An accommonation train for Woodbury, Mantua,

Barnsboro, and Glassboro leaves Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at

Commutation books of 100 checks each, at reluced rates, between Philadelphia and all stations.

FURIORY TRAINS LEAVE CAMDEN For Cape May, Milivilie, Vineland, etc., etc.,

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

noon. Freight received at first covered wharf below

Walnut stra at. Freight delivery, No. 228 S. Delaware avenue. 71 W.M. J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE.

CAMUEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT. THROUGH TO ATLANTIC CITY IN 13/ HOURS. TAKES EFFECT JULY 1, 1969. Through trains leave Vine Street Ferry as fol-6.15]A. M. 8.00 A. M. 9.45 A. M. 3.15 P. M. Special Excursion Freight (with passenger car). Express, through in 13g hours Atlantic Accommodation. LEAVE ATLANTIC CUTY. .4.15 P. M. Atlantic Accommodation..... Fxpress, through in 134 hours... .6.06 A. M. 7-24 A. M. 11-50 A. M. ight (with passenger car). Special Excursion. 5-18 P. M. An extra Express train (through in 154 hours) will leave Vine Street Ferry every Saturday at 2:00

| THE PERSON NO. 1 CONTRACTOR OF THE PERSON NEW TO |
|--|
| P. M.; returning, leave Atlantic City on Monday at |
| 40 A. M. |
| W CONTRACTOR AND A CONTRACT OF TAXA A DEPARTMENT |
| Local trains leave Vine street : |
| Atco Accommodation 10.15 A. M |
| Haddonnield do |
| and outfuld no. |
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| Returning, Jeave |
| Ateo |
| Contraction of the second s |
| Haddonfield |
| Hammonton |
| Hammonton |
| Loomes The Distance and the State of the Sta |
| Leaves Vinestreet |
| Leaves Atlantic |
| Fare to Atlantic City, \$2. Round trip tickets |
| and for the American in on which there are to |
| good for the day and train on which they are is |
| sued, \$3. |
| Additional ticket offices have been located in the |
| and diversity of the Mershaut of and Continents |
| reading rooms of the Merchants' and Continenta |
| |

Hotels, also at No. 30 S. Fifth street. 6 29 D. H. MUNDY, Agont.

Trains daily, except Sunday. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and bargage delivered, by 5 P. M., at NO. 116 Market street. TRAINS ABBIVE AT DEPOT, VIZ.:-

TRAINS ARRIVE AT DEPOT, VI2... Cincinnati Express F hiladelphia Express Faoil A commodat'n, 8 20 A. M., 340 and 6 20 P. M. Frie Matt Frie Mail Fast Line Parkesburg Train 9 35 A. M. 9 10 A. M. Lancaster Train Erie Express 12.30 P. M 4:20

Erie Express 4.20 P. M. Day Express 4.20 P. M. Bay Express 4.20 P. M. Harrisburg Accommodation 9.40 P. M. Harrisburg Accommodation 9.40 P. M. For further information, apply to JOHN F. VANLEER, JR., Ticket Agent, No. 901 CHESN UT Street. FRANCIS FUNK, Ticket Agent, No. 106 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania hailroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Bollars in value. All Baggage exceeding that amount in value will be at the risk of the that amount in value will be at the risk of the owner, unless taken by special contract. FDWARO H. WILLIAMS,

General Superintendent, Altoona, Pa. 4 29

WEST CHESTER AND PHILADELPHIA RAILROAD, SUMMER ARRANGE, MENT.-On and after MONDAY, April 12, 1809,

Trains will leave as follows:-Leave Philadelphia from New Depot, THIRTY-IRST and UHESNUT Streets, 7-25 A. M., 9-39 A. 2-30 P. M., 4-16 P. M., 4-36 P. M., 7-15 and 11-30

. M.

¹ M. Leave Wort Chester from Depot. on East Mar. et street, at 625 A. M., 725 A. M., 749 A. M., 1020 A. M., 155 P. M., 450 P. M., and 645 P. M. Leave Philadelphia for B. C. Junction and inter-netiate points at 1230 P. M. and 545 P. M. Leave A. C. Junction for Philadelphia at 530 A. M. and at P. M.

R. C. Junction for Philadelphia at 630 A. M. and 145 P. M. Train leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Glen Middle, and Media; leaving Philadelphia at 435 P. M. will stop at Media. Glen Middle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Unester 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 455 P. M., and will charge cars at B. C. Junction. The topot in Philadelphia is reached directly by the thesnut and Walnut streets cars. Those of the Market street line run within one sparse. The ears of both lines connect with each train upon its arrival.

arrival. I.eave Philadelphia for West Chester at 8:00 A.

L and 230 P. M. Leave Philadelphia for B. C. Junction at 745

 M. Summer of Summer of A statement of the st DHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMS: PORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

ENPSYLYADIA. Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 25, 1800, the trains n the Philadelphia and Eric Railroad will run as or the Philadelphia and Wastward, follows — Westward, 10:45 P. M. MAII, TRAIN leaves Philadelphia , 10:45 P. M. 8:15 A. M. 9:30 P. M.

A Williamsport Star A. M. arrives at Frie Star A. M. BERTRESS leaves Philadelphia 11-50 A. M. Williamsport Star P. M. Good A. M. BELMIRA MAIL leaves Philadelphia Star P. M. BELMIRA MAIL leaves Philadelphia Star Context Context and Star Williamsport Star P. M. BASTWARD. B

BAIL TRAIN leaves Erie Williamsport BAIL TRAIN leaves Erie Williamsport BAIL TRAIN leaves Erie BAIL TRAIN LEAVES LEAVES BAIL TRAIN LEAVE

Mail and Express Connect with Oil Creek and Allegheny Biver Hailroad. Bacgage checked through. ALFRED L. TYLER,

11

General Superintendent.

duced 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. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.

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

MILEAGE TICKETS, Good for 2000 miles, between all points, at \$52.50 each, for families and firms.

SEASON TICKETS. For three, six, nine, or tweive 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.

NOTICE.—THE UNDERSIGNED weid call the attention of the public to his NEW GOLDEN EAGLE FURNACE. This is an entirely new heater. It is so constructed at to once commond itself to general favor, being a combi-nation of wrought and cast from. It is very simple in its one commond itself to general favor, being a combi-nation of wrought and cast from the in-so construction, and is perfectly air tight is suff-disaming hav-ing no pipes or drams to be taken out and cleaned. It is to stranged with upright flues as to produce a largor mace now in use. The hygrometric condition of the air as once demonstrate that it is the only Hot Air Furnace that the produce a perfectly healthy atmosphere. There in want of a complete Heating Apparatus would do well to call and examine the Golden Rage. MARLES WILLIAMS, Nos 1132 and 1134 MARKET Street, Philadeiphia. EXCURSION TICKETS From Philadelphia to principal stations, good for saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

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

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

principal stations only at 245 P. M. FREIGHT TRAINS Leave Philadelphia daily at 455 A. M., 1245 noon, 5 and 745 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. BAGGAGE. Dungan's Express will collect baggage for all trains leaving Fhiladelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhill streets. and Callowh II streets.

Of every description, for Grain, Flour, Salt, Super-Phosphate of Lime, Bons-Duat, Etc. Large and small GUNNY BAGS constantly on hand. 2 252 Also, WOOL SA KS NORTH PENNSYLVANIA RAILROAD. For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTWN, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON. PATENT OFFICES

SUMMER ARRANGEMENTS.

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

At 945 A. M. (Express) for Bethlehem, Easton, Atlentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and

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

Match Churk, Windstein, Easton, Allentown, 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

For Lansdale at 625 P. M. For Lansdale at 625 P. M. Filth and Sixth Streets, Second and Third Streets, and Union Cky Passenger Rallways run to

TRAINS ARRIVE IN PHILADELPHIA, rom Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:28

From Doylestown at 8-25 A, M., 4-55 and 7-05 P. M.

From Unitsdate at 7:50 A. M. From Fort Washington at 9:20, 10:25 A. M., and

From Abington at 2:35, 4:35, 5:45, and 9:35 P. M.

For Abington at 7 P. M. Doylestown for Philadelphia at 630 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 Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE

own lines or in connection with other Express Compared to all the principal towns and cities in the United States. E. COLEMAN,

No. 230 OHESNUT Street, forwards Parcels, Pack-is, Merchandiae, Bank Notes, and Specie, either by its in lines or in connection with other Express Companies,

ON SUNDAYS, Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Ablucton at 7 P. M.

For Abington at 1.15, 8.15, 5.20, and 8 P. M.

hannock.

11.30 F. M.

Fr

the new Depot.

Essex Railroads.