GENERALITIES.

Cuba and the United States.

The London *Times'* city article, notwithstanding recent denials, seems to put credence in a strong rumor that the preliminaries of a bargain between the United States and Spain with respect to Cuba have been arranged. The terms are said to be that Spain will recognize the independence of Cuba, and will receive from the new Government $100,000,000 (£20,000,000) in bonds to be secured on the revenues of the island and guaranteed by the United States. This sum would set Spain free from financial difficulty, and the bargain seems a highly advantageous one. An English paper says that much depends upon what the Spaniards think of selling their island. They are always proudest when they are worst off.

Another English paper states that Mr. Forbes, an eminent Boston merchant, who is now at Madrid, is empowered to make direct overtures for the purchase. The amount offered ($100,000,000) is, however, by some considered insufficient, as it amounts to only ten years' purchase, the island yielding annually two millions sterling, and on this ground it is thought doubtful whether the Spaniards will entertain the proposal. At Madrid, according to the latest intelligence, the whole story of the negotiations for recognizing the independence of Cuba is categorically denied. Spain, however, is hardly in a position to refuse a good offer, and the Americans are always anxious for an increase of power and influence.

Whipping a Wife.

A bill for divorce and maintenance was filed by Sarah J. Armstrong against Thomas R. Armstrong. They were married in Buffalo on September 28, 1849. They have five children. The bill alleges that for two years past the defendant has treated his wife with great cruelty; that he seized her by the throat and choked her; in November of the same year he crushed her down and kicked and pinched her; that during all the time since he retired from business, and had nothing useful to occupy his time and attention, he had treated her in a cruel manner, and had addressed her with profane and vile language, and that, too, in the presence of her children; that he has got his gun and loaded it, threatening to shoot her, but she escaped from him, and kept out of the way; that his constant study seems to be how to render her life miserable; that although he is worth from $60,000 to $75,000 or upwards, yet he refuses to allow his wife keep any servant; that he notified the butcher not to sell provisions to her, and has almost entirely ceased to provide his family with clothing, so that his wife has been obliged to earn money with which to clothe herself and children; defendant is the owner of property valued at $70,000 to $80,000.—*St. Louis Paper.*

An Unfortunate "Set-back."

[illegible] the Cairo *Bulletin* of the 12th we learn [illegible] unfortunate mishap—which others have [illegible]ced before them—to the Mt. Carbon [illegible] recently put in operation on account [illegible]oximity of Mt. Carbon to the iron ores [illegible]ri, and the inexhaustible abundance of [illegible] smelting coal at hand. The experi[illegible]ed a grand success, and for several weeks [illegible] work progressed most encouragingly. Some time last week, however, the furnace, when charged with twenty or twenty-five tons of molten iron, was unintentionally permitted to cool off. That great mass of solid iron now lies in the bottom of the furnace, and the only way it can be removed is by the use of a hammer and chisel. The furnace cannot be torn down, for its erection caused the outlay of tens of thousands of dollars. Hence the immense mass of iron must be chiseled out, chip by chip—a process that will involve the labor of months. The loss to the Mount Carbon company by this occurrence will be many thousands of dollars, as that branch of their business must be entirely suspended until the great body of iron is chipped out of their furnace.

Recovery of Stolen Money.

Asa Rhodes, of Richmond, Vt., whose safe was so mysteriously robbed of nearly $8000 three weeks since, recovered the money in rather a strange way at Greenfield a few days ago. It seems that while the agents of French's Circus were in the latter town making arrangements for an exhibition, they found among the robes of their buggy between $7000 and $8000 in money and notes, some of which were drawn in the name of Mr. Rhodes. A telegram was immediately sent to Mr. Rhodes, who went down to Greenfield and identified his property, every dollar of the amount stolen being recovered. It is supposed the burglar placed his plunder in this odd place to escape detection, while the circus men were at Richmond, a few days after the robbery.

Political.

—John C. Breckinridge has settled down at Lexington, Ky., to practice law, and already has some business.

—General Atwood, it is supposed, will receive the Republican nomination for Governor of Wisconsin.

—Two Democratic papers in Indiana nominate Hon. Thomas A. Hendricks for the Presidency in 1872.

—The Lower House of the Kentucky Legislature consists of eighty-one Democrats and five Republicans.

—The Democrats of Kentucky will give the negro all his civil rights if the fifteenth amendment is adopted, and will try to use that concession to secure the favor of the freedmen.

—In this State the colored men admitted to the ballot by the adoption of the fifteenth amendment, it is said, will be at least one-eightieth of the whole number of votes.

—The Memphis newspapers differ on the interpretation of the Tennessee election. The *Avalanche* declares the result a victory for universal suffrage; while the *Appeal* and *Ledger* claim that it means a white man's government, and a general reformation.

—The Democrats of California are making use of what is said to be the general sentiment against granting suffrage to Chinamen, to defeat the passage of the fifteenth amendment. The Republican Convention resolved that it was opposed to Chinese suffrage in any form.

—The Augusta (Ga.) *Constitutionalist* thinks that if the Democratic party of the North "will only drive from its ranks those who are 'among them but not of them'—the Belmonts, the *World*, the *Citizen*—we can then act with it to some purpose. This purgation must be made before success can crown any effort."

—A Wisconsin despatch says:—"If half the reports are true, there is a lively row in the camp of the Democracy in New York State, involving serious disagreements among the leaders as to the course to be pursued, the place and time to hold the State Convention, and other matters."

—The question of annexing Western Florida to Alabama is to be voted upon by all the people of Florida on the 2d of November, according to the Governor's proclamation. There are eight counties in Western Florida, and they comprise the best cotton and sugar lands in the State.

—The Memphis *Post* says that Senter's majority in Tennessee may as well be 100,000 as anything else, "for there is no end to the frauds perpetrated, and no definite figures can be placed on the result until the Democratic officers of election have made their returns in black and white."

—Governor Senter committed himself thoroughly to the fifteenth amendment in the recent canvass in Tennessee. But we notice that the Democratic papers give it a wide berth since the State has gone their way. The Tennessee Republicans who voted with these gentry on the 5th are eating humble pie with poor relish.

—Alluding to the recent South American earthquakes, the Richmond *Enquirer* makes itself unhappy as follows:—

"It seems to us it would be a happy thing if we could have periodical earthquake shocks in Washington, to remind the people there that they are mortal, and that 'for all these things they will be brought to judgment.' We wonder whether radicals ever think that there is a God and a future world where unjust stewards have to settle. Everything is going on prosperously in the United States, except that there is a famine in the domain of conscience—or rather a drought—no rain. Materially, we do well; mentally we do well; but spiritually there is a leanness—an emaciation—which is full of menacing symptoms."

Scrapings.

—Missouri has thirty coal-bearing counties.

—Macon is called the City of Mocking Birds.

—The Massachusetts tobacco crop is flourishing.

—Entrance is to be free at the next Ohio State fair.

—Oregon is forming a political temperance party.

—Indiana expects to remember 1869 as the year of storms.

—Potatoes are selling at fifty cents per barrel in Baltimore.

—Vermont has 87 Masonic lodges and 115 of Good Templars.

—Twelve distinct railroads are in course of construction in Illinois.

—Two women were put out of an Oshkosh church for snickering.

—A statum of quicksand renders building difficult in St. Paul, Minn.

—Kansas City is to have a wholesale tea-house, with stock imported direct from China.

—An old fisherman says that bass will not bite for six weeks after an eclipse of the sun.

—Some one has seen a "wild man" in Indiana carrying a rifle twenty-two feet long!

—A Helena, Montana, lover challenged a rival to a duel, and then sniveled from fright.

—Fall river manufacturers have ordered 5000 tons of bituminous coal from Nova Scotia.

—The Roman Catholic parsonage at Ebensburg, Pa., is to be raffled off at two dollars a chance.

—A Portland mechanic in a fit of insanity burned several hundred dollars in Government bonds.

—Georgia has a regularly incorporated "First German Immigration and Manufacturing Company."

—In Massachusetts, last year, one hundred and seventy persons changed their names, not including brides.

—An aerolite has fallen in Cleveland which was so hot that the person who found it could scarcely hold it.

—A hen down in Maine picked out the eyes of ten chickens hatched from eggs surreptitiously folsted upon her.

—The female suffrage question is to be submitted to the Vermont Constitutional Convention next February.

—Manchester is so much of a resort for rusticating and recruiting actors that a road there is called "Theatre Lane."

—The last stepping-stone connected with old Put's break-neck ride was ruthlessly blasted away at Greenwich lately.

—A Boston physician was recently called to New Bedford to attend a patient. His bill for a few hours' service was $400.

—The Common Council of Washington prohibits the raising of mosquitoes by a fine of from $1 to $5 upon those allowing water to stand uncovered.

The Watering-Places.

—And now Olive Logan goes to Saratoga to display her wardrobe.

—Some Methodist gentlemen at Long Branch talk of building a cottage there for presentation to Bishop Simpson.

—The season at the sea-side is rapidly drawing to a close, and the belles, having displayed all their clothes, are rather glad of it.

—White Sulphur Springs, West Va., is the place for young ladies to visit. The ladies there are surrounded by a dozen beaux at one time.

—All manner of entertainments, including a grand ball at the Union, are projected during President Grant's visit to Saratoga.

—Dress coats are seldom worn by the gentlemen at the hops, and the ladies frequently and appropriately appear in short promenade costumes.

—Only two weeks more remain for Dame Fashion to hold forth and issue her edicts at the fashionable watering-places.

—A great dearth of gentlemen is complained of this season, and match-making mammas are fearful that they will have to return to town with their fair daughters still in the market.

—Young ladies at the watering-places are already conjecturing as to what the winter fashions will be.

—Gentlemen will shun West Point next week when they learn that a fair will then be in progress.

—Everything is progressing quietly, but quite satisfactorily to the Newport hotel proprietors.

—The Cuban ladies, gorgeously attired and covered with diamonds, continue to shine resplendent at the leading Saratoga hotels.

—A bevy of pretty Troy and Albany belles have congregated at Congress Hall, Saratoga, where they dance, laugh, chatter, and flirt in the most bewitching style.

—General McClellan has abandoned the idea of taking his family to Long Branch, for reasons best known to himself.

—"Up in a Balloon" appears to be a favorite tune of the hotel bands at Long Branch. Its frequent repetition induces the guests to wish them up in a balloon.

—Several imaginary English lords and dukes are snuffing the ocean breezes at Long Branch. "But, my dear fellah, it does not compare with *our* Brighton, you know."

WINDOW SCREEN.

A GOOD THING.

IMPORTANT TO HOUSEKEEPERS, HOTELS, BANKS, OFFICES, ETC.

The Patent Adjustable Window Screen

WILL FIT ANY WINDOW,

Give ventilation and light, screen from view, and exclude

FLIES, MOSQUITOES,

AND OTHER INSECTS.

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THE ADJUSTABLE WINDOW SCREEN COMPANY, SOLE MANUFACTURERS,

6 12 stuth3m No. 623 MARKET St., Philadelphia.

HOME LIFE INSURANCE COMPANY, OF NEW YORK,

WALTER S. GRIFFITH, President.

A solid, safe, and reliable Company.

Assets over two million dollars ($2,000,000), most securely invested, and rapidly increasing.

A MEMBERSHIP OF OVER 10,000.

Persons contemplating assurance on their lives are invited to examine the literature of the Company, which may be had at the Philadelphia office,

Southwest corner of FOURTH and LIBRARY Streets.

6 3 thstu1m B. K. ESLER, General Agent.

GROCERIES AND PROVISIONS.

MICHAEL MEAGHER & CO., No. 223 South SIXTEENTH Street, Wholesale and Retail Dealers in PROVISIONS, OYSTERS, AND SAND CLAMS, FOR FAMILY USE

TERRAPINS $18 PER DOZEN. 2 13

HOUSE-WARMING WITH STEAM.—We are prepared to warm Dwellings and Buildings of all classes with our Patent-improved LOW STEAM APPARATUS, Which, for efficiency and economy, rivals all similar methods.

H. BELFIELD & CO., No. 435 North BROAD Street.

6 24 3m

TO THE PUBLIC.—THE FINEST AND largest assortment of the latest styles of Boots Gaiters, and Shoes for Men and Boys can be had at

ERNEST SOPP'S Large Establishment, No. 230 N. NINTH Street.

CORN EXCHANGE BAG MANUFACTORY, JOHN T. BAILEY, N. E. corner of MARKET and WATER Streets, Philadelphia, DEALER IN BAGS AND BAGGING Of every description, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

2 22

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—

Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, 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 Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:20 and 8:10 A. M., 1:00, 4:15, 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 Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7:00 A. M. and 4:35 P. M. Leave Philadelphia for Chadd's Ford at 7:00 P. M.

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

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

Leave Port Deposit for Philadelphia (Sundays excepted) at 5:30 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 7:00 A. M. and 4:30 P. M. Trains for Baltimore Central Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chestnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3½, 3¾, 4, 4:35, 5:05, 5½, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8:20 down train and 3¾ and 5¾ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10½ P. M.

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9¼ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M.

Leave Norristown at 5:40, 6½, 7, 7¾, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

The 7¾ A. M. train from Norristown will not stop at Megee'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., 2½, 4, and 7¼ P. M.

Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8:05, 10:05, and 11½ P. M.

Leave Manayunk at 6:10, 7, 7½, 8:10, 9½, and 11½ A. M., 2, 3½, 5, 6¼, 8:30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent.

Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAILROAD.

COMMENCING THURSDAY, JULY 1, 1869.

Leave Philadelphia, foot of Market street, as follows:—

9:00 A. M., Cape May Express, due 12:25.

3:15 P. M., Cape May Passenger, due 7:15.

4:00 P. M., Fast Express (commencing on Saturday, July 3), due 6:55 P. M.

Sunday Mail Train leaves at 7:15 A. M., due 10:45.

Cape May Freight leaves Camden daily at 9:20 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 5), due 12:07.

5:00 P. M., Passenger, due 8:22 P. M.

Sunday Mail Train leaves Cape May at 5:10 P. M.

Cape May Freight Train leaves daily at 6:40 A. M.

TICKETS.

Annual Tickets, $100; Quarterly Tickets, $50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, $40; 10 Coupons, $25. Excursion Tickets, $5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6:00 P. M. Returning, leaves Glassboro at 6:30 A. M.

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

FREIGHT TRAINS LEAVE CAMDEN

For Cape May, Millville, Vineland, etc., etc., 9:20 A. M.

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

Freight received at first covered wharf below Walnut street.

Freight delivery, No. 228 S. Delaware avenue.

7 1 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 1¾ HOURS.

TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as follows:—

Special Excursion	6:15 A. M.
Mail	8:00 A. M.
Freight (with passenger car)	9:45 A. M.
Express, through in 1¾ hours	3:15 P. M.
Atlantic Accommodation	4:15 P. M.

LEAVE ATLANTIC CITY.

Atlantic Accommodation	6:06 A. M.
Express, through in 1¾ hours	7:24 A. M.
Freight (with passenger car)	11:50 A. M.
Mail	4:17 P. M.
Special Excursion	5:18 P. M.

An extra Express train (*through in 1¾ hours*) will leave Vine Street Ferry every Saturday at 2:00 P. M.; returning, leave Atlantic City on Monday at 9:40 A. M.

Local trains leave Vine street:—

Atco Accommodation	10:15 A. M.
Haddonfield do.	2:00 P. M.
Hammonton do.	5:45 A. M.

Returning, leave

Atco	12:15 noon.
Haddonfield	2:45 P. M.
Hammonton	6:40 A. M.

SUNDAY MAIL TRAIN

Leaves Vine street	8:00 A. M
Leaves Atlantic	4:17 P. M

Fare to Atlantic City, $2. Round trip tickets, good for the day and train on which they are issued, $3.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 20 S. Fifth street.

6 29 D. H. MUNDY, Agent.

RAILROAD LINES.

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

FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom. $2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail 3·00
At 2 P. M., via Camden and Amboy express... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trenton.

At 6:30, 8, 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 (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.

At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M. for Bristol.

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 3 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, $3·25.

At 11:30 P. M., Emigrant Line. Fare, $2.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, 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.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, 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, Lambertville, 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 intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

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

1 10 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, 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 Depot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut 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.

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	11:00 A. M.
Erie Express	12:50 A. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:00 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Pittsburg Express	10:30 P. M.

Philadelphia Express, 12 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

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

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	3:10 A. M.
Philadelphia Express	6:30 A. M.
Paoli Accommodat'n, 8:20 A. M., 3:40 and	6:20 P. M.
Erie Mail	9:35 A. M.
Fast Line	9:35 A. M.
Parkesburg Train	9:10 A. M.
Lancaster Train	12:30 P. M.
Erie Express	4:20 P. M.
Day Express	4:20 P. M.
Southern Express	6:40 P. M.
Harrisburg Accommodation	9:40 P. M.

For further information, apply to

JOHN F. VANLEER, JR., Ticket Agent, No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

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

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

4 29

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1869, Trains will leave as follows:—

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:25 A. M., 9:30 A. 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 Market street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:10 P. M., and 6:45 P. M.

Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:45 P. M.

Train leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut 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 arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A. M. and 2:30 P. M.

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

Leave West Chester for Philadelphia at 7:45 A. M. and 4:45 P. M.

Leave B. C. Junction for Philadelphia at 6:00 A. M.

WILLIAM C. WHEELER, General Superintendent.

4 10§

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	10:45 P. M.
" " Williamsport	8:15 A. M.
" arrives at Erie	9:30 P. M.
ERIE EXPRESS leaves Philadelphia	11:50 A. M.
" " Williamsport	8:50 P. M.
" arrives at Erie	10:00 A. M.
ELMIRA MAIL leaves Philadelphia	8:00 A. M.
" " Williamsport	6:30 P. M.
" arrives at Lockhaven	7:45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	11:15 A. M.
" " Williamsport	12:20 A. M.
" arrives at Philadelphia	9:25 A. M.
ERIE EXPRESS leaves Erie	6:25 P. M.
" " Williamsport	7:50 A. M.
" Arrives at Philadelphia	4:10 P. M.

Mail and Express Connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

ALFRED L. TYLER, General Superintendent.

1 1

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

THE

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

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesburre, Preston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

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

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 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 2:30 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:05 A. M. and 12:00 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:20 and 5:50 A. M. and 10:30 P. M., passing Reading at 5:44 and 7:31 A. M. and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail Train for