Later Advices from the Exploring Party.

The following interesting letter appeared in one of our late editions yesterday afternoon, its importance and usefulness warrant a free distribution to all the readers of THE TELEGRAPH. therefore we make room for it to-day:-

CAMP No. 15, ON JOCKO RIVER, Montana Territory, Aug. 8, 1869—Lat. 47:20, Long. 114:10 (about), -- Messrs. Jay Cooke & Co., Philadelphia-Gentlemen:-We are now about 486 miles, by our train, from Walla Walla, including about thirty miles along Lake Pend d'Oreille, on which ourselves and animals were conveyed on the steamer Mary Moody, which was generously placed at the service of the party by the Oregon-Steam Navigation Company, through Mr. Ainsworth, its liberal President.

My last letter to your firm was written at Walla Walla, July 18. On the 20th we left there, and we have since advanced at an average rate of twenty-four miles a day, which is considered a very good rate for pack animals.

I have, as we marched, made many observations and taken numerous notes of the character of the country passed through, both with reference to railroad construction and railroad pabulum. Usr route lay ten or more miles northwest of Captain Mullan's military road, in order that we might see more of the rolling prairie country between Walla Walla and the Spokane river. For over one hundred and fifty miles the general character is much the same, a rolling body of rich land covered everywhere with bunch grass, excellent for cattle, and with a climate certainly of a remarkably favorable character, where generally cattle range all winter without necessity for other food or for housing, and where our grains, wheat, rye, barley, oats, and all our vegetables grow in great perfection, and where apples, pears, plums, and grapes, etc., attain larger sizes and as fine flavor as our own, though ranging in latitude 47 deg. and 48 deg., or 46

Hundreds of thousands of cattle may be fattened on these plains from the bountiful provision of nature as cheaply as in any part of the world, not even excepting the pampas of the Argentine Confederation. At present there are at long distances apart ranches, with little improvements, enough to show that the country is susceptible of fine agricultural development, especially in the valleys. Between one hundred and fifty and one hundred and sixty miles from Walla Walla, we crossed the Spokane river-a fine stream. Thence about thirty-two miles over prairie, timbered most of the way to Lake Pend d'Oreille, a beautiful sheet of water, which we spent a day exploring. I have had no time to digest the notes taken on our immediate route, and I prefer not to speak definitely respecting the character of the ground for railroad construction till I have attained the summit, and seen something of the passes through the main body of the Rocky Mountains. I am not at all sure that the particular route traced by us will be the best ground for the railroad. I must thoroughly digest Captain Mullan's reports. I must read myself and carefully consider Governor Stevens' reports. I must study the charts of the harbors of Puget and the straits of Fuen. Then, with my own personal observations, aided by additional information gathered as we advance with our exploration, I will be prepared to give an intelligent opinion on the merits of routes proposed. I have taken my summit of the Rocky Mountains; and I purposely avoid sending you any random statements. In a general way I may say that I am satisfied that there is a practicable railroad roule from Puget Sound, and from the mouth of Columbia river in the valley of Columbia, to this place, with favorable grades and curvature, without very great cost per mile; and that a large portion of the route lies through or near to a country good either for the finest grazing or for agricultural purposes, and much of it through the best-timbered region I have ever seen. Notwithstanding that I am prepared to make the above statement, it will be incumbent on me as an engineer to present the matter much more in detail when treating of routes; yet I regard the above as embracing an important general fact.

There are miles of the road which will be very costly and troublesome, but there are so many favorable miles that I am warranted in going as far as I have in the preceding statements: but I desire particularly that you should not understand me as expressing an opinion in favor of

any particular route. The Clark's Fork of the Columbia, along which we passed from its debouche into Lake Pend d'Oreille to the mouth of Flathead river, one of its main branches, is a noble river. averaging from seven hundred to one thousand or more feet in width, and having even at its lowest stages an immense volume of water. s as large as the Ohio between Pittsburg and Wheeling, but it has very much more fall per mile, averaging about eleven feet, counting the rapids; so that to sustain navigation, a large volume of water is indispensable. My approximate estimates of the quantity passing at the lowest stage enables me to state with certainty that it has more than six times the low water flow

The Fiathead river is from five hundred to seven hundred feet in width, with a volume of water in its lowest stage more than three times e low water of the Ohio; and, for about eighty miles in one stretch it is navigable when the river is at a medium stage. There are two steamers on Clark's Fork, in addition to the Mary Moody on the lake, built by mechanics sent up from Portland, and they are intended solely at present for the accommodation of the "Packers" and their trains. Four thousand animals per year have been carried around the

The completion of a railroad through the Columbia valley will be the means of settling this Without a railroad through it the settlement will proceed very slowly, because without it produce has no active value, and it is costly to get even eattle from this distant region

to a good market.
With a finished railroad through this region, favored as it is in many respects by nature, settlements and way business would follow from the arrangements and facilities made by the railroad authorities for finding a market for the productive interests of the country. The ex-treme western end of the route, in the vicinity of Portland, will at once furnish a considerable amount of local trade and travel; and the Wil-lamette Valley is already so well settled as to afford provisions at reasonable rates on the western coast. Grain, fruits, and vegetables in abundance can be raised all along the route, thus far, for the support of the railroads hands engaged in construction; and cross-ties are easily to be had without much long hauling or

transportation by land.

The Willamette Valley is one of the finest agricultural regions of the West. We expect to be at Missoura (a few houses) by Tuesday afterbe at Missoura (a leading moon. Very respectfully, W. Milnor Roberts.

W. Milnor Roberts,

[LATER.]

Deer Lodge City, Montana Territory, Aug. 13, 1869.—Our party arrived here safely last evening, having travelled nearly ninety miles in two days under the escort of citizens of Montana. The country, as far as we have come, is remarkably favorable for the enterprise. W. M. R.

New Shakespearian Interpreta-

tions. The Edinburgh Review, in its last number, contains an article, attributed to Professor T. S. Baynes, on Shakespearian glossaries, in which are to be found some remarkable suggestions as to the meaning of certain worls and phrases, in the exposition of which the commentators are, the reviewer thinks, all wrong, or on which their glimmering of unlerstanding has been sadly imporfect, or which they have despairingly omitted to notice at all. Among the first class occurs the word "sight," as in the passage in the speech of "Calchas" in Troilus and Cres-

"That through the sight I bear in things to Jove The common interpretation of this passage makes sight signify foresight, but the reviewer shows by a multitude of contemporary passages that sight meant in a general sense skill eing, in fact, the substantive of the participle seen, which often occurs in the sense of killed or instructed. Again, the word "bezonian" is painfully traced by Dyce to the vague sense of a beggar, or the foreign sense of a needy and disbanded soldier. The Edinburgh reviewer, by a quotation from Markham, proves that in English it was the contemptuous equivalent of "illiterate peasant," a sense which gives peculiar force to Pistol's oraggart apostrophe to Justice Shallow, "Under which king, bezonian?" To "balk logic," in the Taming of the Shrew, is another terri-ble stumbling-block of the critics, and they are generally content to interpret it as "chop logic," without attempting to find a deriva-tion which shall satisfy us why it has that meaning. The reviewer traces the word "balk" to the Anglo-Saxon balen, a division, ridge, or furrow, a rafter or beam. The word balk is used in all these senses in the north of England and Scotland to this day. The root idea in it is separation or distinction. Hence to balk logic is proved by the reviewer to be, by sound derivation, the same as to divide, distinguish, or "chop" logic. We may venture, indeed, on our own part, to suggest another illustration. In Scotland "the balks" mean the scales of a weighing machine, as well as the dividing ridge of a field or rafter of a house. Probably this sense is a derivation from the same root, but if we were to adopt it we should find to balk logic, meaning to weigh logic, or argument, not at least an inapplicable sense. The reviewer again resorts to the North Country for an exposition of Shakespeare's meaning in the passage in Macheth, Who cannot want the thought. Dyce gives this up as simply incorrect, averring that it must have been written "Who can want the thought;" and other commentators flounder worse. But the Edinburgh reviewer tells us that our difficulty arises solely from not observing that in Shakespeare's day the verb 'want" had a double sense, one of which survives in North England or the Lowlands of Scotland to this day, where the word signifies to "be without," or "not have." The reviewer cites passages from writings contemporary with Shakespeare in which the word has this meaning, and there is also one to be found so late as in Milton's "Areopagitica." Of words entirely unexplained by the critics an example furnished by the reviewer is "windlace," which occurs in "Polonius's" speech to "Reynaldo," and which is shown not to signify the machine "windlass," but a winding or circuitous course. Further curious information, illustrated with a vast amount of reading and contemporary quotations, is given of other own way of making notes and my own way of reflecting upon the whole question of this railroad route from the Pacific Ocean to the railroad route from the Pacific Ocean to the of course, provoke controversy, but in most, if not all, there is at least matter which will help Shakespearian critics, and that much more important class, Shakespearian readers, to follow their author better in some of the passages in which he is "hard to be understood." With one example of things not generally understood, we must conclude this brief reference to a very meritorious article. We all fancy that we know what a "zany" is. He is commonly described in general terms as a fool, a merry-andrew, a mimic. But the Edinburgh reviewer declares that not one of those who have treated of fools and clowns, not even Dyce, seems to know what is the particular distinction of a zany, and what it is that gives point to dozens of allusions to him which will be found in the literature of the Elizabethan age. A zany, says the reviewer, was not a mere buffoon, he was the obsequious follower of a buffoon: he was not a mere mimic, he was the attenuated mime of a mimic. He was a servant who dressed like his master, and aped him on the stage, his imitation of his master's tricks being usually abortive, and tending to the ludicrous effect of imbecility and failure. To this day we see the sawdust some remnants of the old system where one clown is clever in some things, and another produces laughter by vain attempts to imitate the clever one. Or a single clown combines both characters, doing successful tumbling on his own account, and playing the zany to the riders. We are obliged to the reviewer for thus defining the functions of the zany, and endowing us with a new word by reviving an old one. We were rather in want of such a word in a world where there is so much of weak imitation. Apes are bad enough: but there is something worse even than an ape-namely, an unsuc

proper name is zany. Personalities.

cessful one; and we are glad to know that his

 General Fremont has gone to Copenhagen.
 Sheridan declines being D.D. Deeded. -Gladstone has a villa at "Bingen on the

-Edward Purden, Lord Mayor of Dublin, is a printer by trade. -Godey, the "fashion man," has an income of #39,180,

-The Hotel de Ville, in Paris, has a marble bust of the Egyptian Viceroy.

—It was a "rush of blood to the head" that knocked Weston up the last time. Nillson is so popular in London that the police have to save her from her friends.

 The Hon. William E. Dodge and party have reached Camp Supply, Indian Territory.

PROPOSALS.

OFFICE OF THE COMMISSIONERS OF

THE SINKING FUND.

TREASURY DEPARTMENT OF PENNSYLVANIA, HARRISBURG, August 20, 1869. Scaled bids will be received for the redemption of ONE MILLION DOLLARS of the loan of the Common wealth of Pennsylvania, due July 1, 1870, until 12 o'clock M., October 1, 1869. Communications to be addressed to R. W. MACKEY, Esq., State Treasurer, Harrisburg, Pennsylvania, and endorsed Bid for Redemption of State

F. JORDAN. Secretary of State. J. F. HARTRANET,

Commissioners of the Sinking Fund. N. B. No newspaper publishing the above without RAILROAD LINES

PULLADELPHIA, WILMINGTON, AND BALTI-MORE TAULROAD.—TIME TABLE.—Trains will leave Depot corner Brond street and Washing-ton avenue as follows:— Way Mail Train at \$30 A. M. (Sunday excepted),

Paltimore, stopping at all regular stations, meeting with Delaware Railroad at Wilmington

Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 19 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, Thuriow, 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 11-20 P. M. (daily), for Baltimore and Aashington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-Fast, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will ake the 12-00 M. train.
WILMINGTON TRAINS. Stopping at all stations between Philadelphia and

Wilmington, Leave Philadelphia at 11:00 A. M., 2:35, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Dela-ware Railroad for Harrington and intermediate stations.

Leave Wilmington 639 and 840 A. M., 159, 445, and 750 P. M. The 840 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M.

Train from Wilmington runs dally; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 725 A. M., Way Mall; 9:35 A. M., Express; 2:35 P. M., Express; 2:35

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 725 P. M., stooping at Maglolla, Perryman's, Aberdeen, Havre-de-Grace, Peryville, Charlestown, North-East, Elston, Newark,
Stanton, Newport, Wilmington, Claymont, Linwood,

PHILADELPHIA AND BALTIMORE CENTRAL RAHLROAD 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 435 P.M. Leave Philadelphia for Chadd's Ford at 700 P.M.

The 700 A.M. train will stop at all stations between Philadelphia and Lamokin.

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

130 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M.

Leave Chadd's Ford for Philadelphia at 645 A. M.

A Sunday Train will leave Philadelphia at 840 A.

M. for West Grove and intermediate stations. Returning, will leave West Grove at 430 P. M.

Trains leaving Wilmington at 630 A. M. and 445 P.

M. will connect at Lamokin Junction with 740 A. M., and 420 P. M.

Trains for Baltimore Central Rail, and 420 P. M.

Trains for Baltimore Central Rail. and 4:30 P. M. Trains for Baltimore Central Rail-

Through tickets to all points West, South, and 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 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 NOR-TIME TABLE. FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3\(\), 3\(\), 4, 4 (5, 505, 5\(\), 6, 6\(\), 7, 8, 9, 10, 11, 12 P. M. P. M. Leave Germantown at 6, 7, 716, 8, 8-20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 451, 5, 556, 6, 656, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 354 and 554 up trains will

not stop on the Germantown Branch. ON SUNDAYS, Leave Philadelphia at 9-15 A. M., 2, 4-95, 7, and 10 % Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% P. M.

CHESNUT HILL RAILROAD. CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 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., 1:40, 5:40, and

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSHOHOUGEN AND NORRISTOWN.
Leave Philade phila at 6, 736, 9, and 11 95 A. M., 136,
3, 436, 5, 536, 634, 8 95, 10 95, and 1136 P. M.
Leave Norristown at 5 40, 636, 7, 736, 9, and 11 A.
M., 136, 3, 436, 636, 8, and 936 P. M.
The 73, A. M. train from Norristown will not stop
at Mogee's, Potts' Landing, Domino, or Schur's
lone.

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 7½

Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. FOR MANATUNE.
Leave Philadelphia at 6, 736, 9, and 11:05 A. M., 36, 3, 496, 5, 596, 616, 8:05, 10:05, and 11% P. M.
Leave Manayank at 6:10, 7, 736, 8:10, 936, and 1136
A. M., 2, 336, 5, 636, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only

t School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ 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 RAIL. COMMENCING THURSDAY, JULY 1, 1869. Leave Philadelphia, foot of Market street, as fol-

9-00 A. M., Cape May Express, due 12-25. 8-15 P. M., Cape May Passenger, due 7-15. 4-00 P. M., Fast Express (commencing on Satur-day, July 8), due 6-55 P. M. Sunday Mali Train leaves at 7-15 A. M., due 10-45.

Cape May Freight leaves Camden daily at 9 20 RETURNING, TRAINS LEAVE CAPE MAY,

6:30 A. M., Morning Mail, due 10:00 A. M., 9:00 A. M., Fast Express (commencing on Mon-day, July 5), due 12:07. 6:00 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.,

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

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 800 A. M., mail, and 8:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsbore, and Glassbore leaves Philadelphia

daily at 6 00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reuced rates, between Philadelphia and all sta-For Cape May, Miliville, Vineland, etc., etc.,

For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
7 1 W.M. J. SEWELL, Sup't W. J. R. R.

CHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD CAMBEN AND ATLANTIO RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1% HOURS.
TAKES EFFECT JULY 1, 1869.
Through trains leave Vine Street Ferry as fol-

lows:- 8-154A. M. 8-901A. M. Mall 8-901A. M. Mail. 5-00]A. M. Freight (with passenger car) 9-45 A. M. Express, through in 134 hours 5-15 P. M. Atlantic Accommodation 4-15 P. M. LEAVE ATLANTIC CITY. 8-05 A. M. Mail 417 P. M.
Special Excursion 518 P. M.
An extra Express train (through in 1% hours)
will leave Vine Street Ferry every Saturday at 200
P. M.; returning, leave Atlantic City on Monday at Local trains leave Vine street:-Atoe Accommodation 10:15 A. M. Haddonfield do. 2:00 P. M. Hammonton do. 5:46 A. M. Atouring, leave Ateo 12'15 noon. Haddonfield 2'45 P. M. Hammonton 5'40 A. M.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.

6 29 D. H. MUNDY, Agent.

RAILROAD LINES. 1869. FOR NEW YORK.—PHE CAMBEN AND TRENTON RALEGAD COMPANIES' LINES FROM PHILAL-ELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHATT, 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 8 A. M., via Cam and Jersey City Ex. Mail 300 At 2 P. M., via Camden and Ambey express... 300 At 6 P. M., for Ambey and intermediate stations. At 030 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. it. R. At 8 and 10 A. M., 12 M., 2, 330 and 430 P. M., for

AND DESTRUCTION OF A STREET OF THE PROPERTY OF THE PARTY OF THE PARTY

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 8:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Eurilington, 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, Stiverton, Falmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry (upper side). upper side).

At 11 A. M., via hensington and Jersey City, New York Express Line, Fare, 83. At 730 and H.A. M., 230, 3-30, and 5 C. M. for at 780 and 11 A. M., 280, 380, and 5 C. M. for outon and Bristol, and at 10 15 A. M. and 6 P. M. for Bristol. At 7:30 and 11 A. M., 2:80 and 5 P. M. for Morrisvilic and Tuilgtown. At 5 30 and 10 15 A. M., and 2 30, 5, and 6 P. M.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissin ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate Stations.
FROM WEST PHILADEL HIA DEPOT,
Via Connecting Railway.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jorsey City, Fare, 83:25.
At 11:30 P. M., Emigrant Line, Fare, 82.
At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

At 12 P. M. (Night), for Morriville, Tellytown, Schenck's, Eddington, Cornwell's, Tornesdale, Holmesburg, Tacony, Wissinouing, 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 7-30 A. M. for Nagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Binahamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesharre, Schooley's Mountain, etc.

At 7-39 A. M. and 3-39 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambert, Elmiraton, plantage, P. M. ine 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-

DEN AND BURLINGTON COUNTY AND MBERTON AND HIGHTSTOWN RAIL-

ROADS.
FROM MARKET STERET PERRY (UPPER SIDS).
At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M. for Marchantville, Moorestown, Haritord, Massay ville, Halnesport, 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 F. M. for Lewistown, Wrightstown, Coekstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown. WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILSOAD. SUMMER TIME.

The trains of the kennsylvania Central Rallroad leave the keppt, 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. Depot.

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

| Will receive attention. | TRAINS LEAVE DEPOT, VIZ.:-- | Mail Train | 8:00 A. M. | Paoli Accommodatin, 10:30 A. M., 1:10 and 7:00 F. M. | Fast Line | 11:50 A. M. | Fast Line | 11:50 A. M. | Harrisburg Accommodation | 2:30 P. M. | Laneaster Accommodation | 4:00 P. M. | Parkesburg Train | 6:30 P. M. | Cincinnati Express | 8:00 P. M. | Eric Mail and Pittsburg Express | 10:30 P. M. | Fhilacelphia Express, 12 night.

Fhilacelphia Express, 12 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 adelphia Express leaves daily. All other This delily, except Sanday.

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

Ticket Agent at the Pepot.
The Pennsylvania kaliroad Company will not assume any risk for Burgage, except for Wearing Apparel, and limit their responsibility to Oae Handred Bollars in value. All Bargage exceeding that amount in value will be at the risk of the owner, unless taken by special contract,
FDWARD H, WILLIAMS
429 General Superintendent, Alteone. Pa.

WEST CHESTER AND PHILADELPHIA W RAILROAD. SUMMER ARRANGE. MENT.—On and after MONDAY, April 12, 18-9, 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 Marketstreet, at 6.25 A. M., 7.25 A. M., 7.49 A. M., 10.10 A. M., 1.55 P. M., 4.50 P. M., and 6.45 P. M.
Leave Philadelphia for B. C. Junction and Intermediate points at 12.30 P. M. and 5.45 P. M. Joave B. G. Junction for Philadelphia at 5.30 A. M. and

Train leaving West Chester at 7:40 A. M. will Train leaving West Chester at 7:40 A. M. will stop at B. C. Junction. Lenni, Glen tiddle, 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 Pepot in Philadelphia is reached directly by the Chesrut 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 . M. Leave West Chester for Philadelphia at 7:45 A. M. and 4 45 P. M. Leave B. C. Junction for Philadelphia at 8:00 A. M. WILLIAM C. WHEELER, 4 105

DHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARBISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF
PENNSYLVANIA.
Elegant Sleeping Cars on all Night Trains.
On and after MONDAY, April 25, 1869, the trains
on the Philadelphia and Erie Railroad will run as
follows:— Wastward.

arrives at Lockhaven 7-45 P. M.
BASTWARD.
AIL TRAIN leaves Erio . 11:15 A. M.

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 4-40 P. M.
Mail and Express Connect with Oil Creek and Allegheny River Railroad.
Baggage checked through.
General Superintendent.

General Superintendent,

RAILROAD LINES.

READING RAILROAD, GREAT TRUNK LINE OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, 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 7:30 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.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williams-port, Elmira, Rochester, Ningara Palls, Buffalo, Wilkesbarre, Pireston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7-30 A. M. train connects at READINA with East Pennsylvania Railroad trains for Alientown, to., 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 HAR-RISBURG with Northern Centra, Cumberland Val-ley, and Schuyikill and Susquehama trains for Northumberland, Williamsport, York, Chambers-burg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 330 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with itend-ing and Columbia Railroad trains for Columbia, etc.

ing and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOM 3 ODATION.

Leaves Polistown at 6°25 A. M., stopping at intermediate stations; arrives in Philadelphia at 5°40 A.

M. Returning, leaves Philadelphia at 4°40 P. M.; arrives in Pottstown at 6°40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

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

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

P. M.
Trains for Philadelphia leave Harrisburg at S-10 A.
M., and Pottsville at 2 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2-15 P. M., arriving at Philadelphia at 6-15 P. M.
Harrisburg Accommodation leaves Reading at 7-15 A. M., and liarrisburg 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 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadel

ohin and all way stations.

All the above trains run dally, Sundays excepted.
Sunday trains leave Pottsville at S A. M., and
Philadelphia at 3'15 P. M. Leave Philadelphia for
Reading at S A. M.; returning from Reading at CHESTER VALLEY RAILROAD,

Passengers for Downingtown and intermediate soints 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. PERRIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and cl5 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 EXPICESS FOR PITTSBURG AND THE WEST.

THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1-65 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, Williamsport, Elmira, Baltimure, etc. more, etc. Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M. and 10:50 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. Sieeping cera accompany these trains through between Jersey City and Pittsburg without charge.

change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Potisvile 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 8:35 A. M. and 3:20 P. M. for Finegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremout, returning from Harrisburg Procerove and Tremout, returning from Harrisburg at 7:35 A. M. and 3:40 P. M., and from Tremont at 6:45 A. M. and 5:55 P. M.
TICKETS.

Through first-class tickets and endgrant tickets to all the principal points in the North and West and Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at Excursion Tickets to Philadelphia, good for one

day only, are sold at Reading and Intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street. Philadelphia, or of G. A. Nicolis, 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 \$22.50 each, for families and firms.

SEASON TICKETS.

For three, six, mine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished.

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced faces, to be had only at the Ticket Office, at Thirteenth and

be had only at Callowbill streets. FREIGHT. Goods of all descriptions forwarded to all the above

points from the Company's new freight depot, Broad and Willow streets.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 245 P. M.

FREIGHT TRAINS

FREIGHT TRAINS
Leave Philadelphia daily at 4-35 A. M., 12-45 noon,
5 and 7-15 P. M., for Reading, Lebanon, Harrisburg,
Pottsville, Port Chaton, 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 RAHLROAD,—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARRIEL, PITTSTON, TUNKHANNOCK, AND
SCRANTON. 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 Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pitteton, and Tunk-

At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Witkesbarre, Pittston, Scranton, and New Jersey Central and Morris and At 1.45 P. M. (Express) for Hethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

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

For Doylestown at 8 45 A. M., 2 45 and 4 15 P. M. For Fort Washington at 6 45 and 10 45 A. M., and 11 30 P. M.

For Abington at 1 15, 8 15, 5 20, and 8 P. M.

For Langdale at 6 20 P. M.

For Lansdale at 6-20 P. M. Fifth and Sixth Streets, Second and Third treets, and Union City Passenger Railways run to the new Depot.
TRAINS ARRIVE IN PHILADELPHIA.

From Bethiehem at 9.00 A. M., 2-10, 4.45, and 8.25 From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdale at 7:30 A. M., From Fort Washington at 9:20, 10:38 A. M., and From Abington at 2'85, 4'85, 5'45, and 9'85 P. M. ON SUNDAYS.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
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 No. 230 CHESNUT Street, forwards Parcels, Paokages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

AUG TION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Assignces' Sale - Estate of Brombey Wharton Illius.

FIXTURES OF AN ALCOHOL DISTILLERY AND
RECTIFYING ESTABLISHMENT.

On Saturday Morning.

August 28th, at 11 o'clock, at No. 225 North Third street,
will be sold at public sale. by order of Wm. Yogdes, Assignce in Bankruptey, the Fixtures of an old Alcohol Distillery and Rectifying Establishment, all in good order,
consisting of 1 Fronch column still of 450 gallons, with all
the appurtenances, in working order; 8 receiving stands
and copper fixtures, complete; 1 syrup kettle, 25 rectifying
tubs, 2 casterns.

OFFICE FURNITURE.

1 stove and scattle, I old chairs, I old desk.
Also, leasehold of promises, which expires August 12,
1870. Rent., \$1000 [per annum, considered worth
\$2500.

BUNTING, DURBOROW & CO., AUCTION-BANK Street. Successors to John B. Myers & Co. LARGE SALE OF CARPETINGS, OIL CLOTHS, FTG. FTG.

On Fridsy Morning,
August 27, at 11 o'clock, on four months' credit, 205 pieces ingrain. Venutian, list, hemp, cuttage, and rage carpetings, cil cloths, etc.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DKY GOODS. On Monday Morning, Aug. 30, at 16 o'clock, on four months' credit. 8245t

LARGE SALE OF 2000 CANES BOOTS, SHOES, TRA-VELLING BAGS, ETC., On Taesday Morning, Aug. 3i, at 10 o'clock, on four months' credit. [8 25 56

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmon for M. Thomas & Sous.) No. 529 CHESNUT Street, rear entrance from Minor.

Sale No. 1463 N. Sixteenth street.

HANDSOME WALNUT HOUSEHOLD FURNITURE,
Fine French China Dinner Service, Spring and Hair
Mattresses, Handsome English Brussels Carpets, Fine
Venetian Carpets, Kitchen Utensils, Etc.
On Friday Morning.
27th inst., at 16 o'clock, by catalogue, at No. 1403 N. Sixteenth street, above Master street, the handsome waluut May be seen early on the morning of sale. [8 19 7b]

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear outrance No. 1107 Sausom street.

Sale at the Auction Store, No. 1119 Chesnut street.
SUPERIOR NEW AND SECONDHAND HOUSE.
HOLD FURNITURE, CARPETS, PIANOS, MIRROBS, PLATED WARE, GLASSWARE, GUTLERY,
ETC. ETC. On Friday Morning,
August 27, at 9 o'clock, at No. 1110 Chesnut street, will be old, by catalogue, a large assortment of elegant parlor, hamber, library, and dining-room furniture. GLASS LAMPS, ETC.—Also, will be sold, 12 cases of less lamps for coal oil, lamp chimneys, wicks, match-ates, glass jars, etc. 8252b

C. D. MCCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS,

On Monday Morning, August 30, at 10 o'clock, including a large line of city N. B. Sale every Monday and Thursday. 8 26 3t LIPPINCOTT, SON & CO., AUCTIONEERS,

BSCOTTS ART GALLERY, No. 1020 CHESNUT

MARVIN'S

Patent Alum and Dry Plaster

FIRE-PROOF SAFES ARE THE MOST DESIRABLE FOR QUALITY. FINISH, AND PRICE.

MARVIN'S

CHROME IRON

SPHERICAL BURGLAR SAFES Cannot be Sledged!

> Cannot be Wedged! Cannot be Drilled

Please send for a catalogue to MARVIN & CO.,

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SECOND-HAND SAFES OF ALL MAKES FOR [6 12 mwf4p SAFES AND MACHINERY MOVED.

WARD & MCKEEVER.

PAPER HANGINGS.

No. 1400 CHESNUT Street.

SPRING STYLES.

THE FINEST STOCK,

THE CHEAPEST PRICE,

THE BEST WORKMANSHIP

BOOTS AND SHOES.

FINE CUSTOM-MADE BOOTS AND SHOES

FOR GENTLEMEN.

BARTLETT,

NO. 33 SOUTH SIXTH STREET,

ABOVE CHESNUT. A good fit may always be obtained,

WHEELER & WILSON S SEWING MACHINES

Are the Best, and are Sold on the Easiest Terms, PETERSON & CARPENTER.

GENERAL AGENTS, No. 914 CHESNUT Street, PHILADELPHIA.

ORNEXCHANGE

BAG MANUFACTORY,
JOHN T. BAILEY

N. E. corner of MARKET and WATER Streets,
Philadelphia,
DEALER IN BAGS AND BAGGING
Of every description, for Of every description, for Grain, Flour, Salt, Super-Phosphate of Lime, Bons-Large and small GUNNY BAGS constantly on hand, 2221 Also, WOOLSA KS.

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