NEWS SUMMARY.

Domestic Affairs.

-Gold closed yesterday at 18%.
-Judge Lewis Dent is at New Orleans.
-The elections in Maine passed off quietly yesterday.
—President Grant left New York last night for

Washington, Pa. -The Swedish corvette Josephine, from Lisbon, has arrived at Boston.

-The Presbyterian Chapel of Albany, N. Y., was burned yesterday. Loss 5,000. -Vassar College, Poughkeepsie, N. Y., opens to-day with three hundred purels.

The excitement consequent on the Avondale disaster is reported as subsiding at Scranton.

-The treasure stolen rom Wells, Fargo & Co.'s coach, in Montana, a week ago, has been -A fire at Atlanta, Ga., yesterday, destroyed the Norcross Block. Loss, \$100,000, and an in-

-It is rumored that General Rufus Ingalls is being urged for Secretary of War by the Pacific coast interest.

The depot of the St. Paul and Sloux Rallroad, at Ottawa, Minn., was struck by lightning and burned on Sunday. —The paper mill of John Carroll, at Mill river, Berkshire county, Mass., was burned last night. Loss \$60,000, and no insurance.

-The Government printers, it is alleged, not having earned the wages paid them by the day,

are now to be put at piece work,

-Captain Burns, with a detachment of cayalry, has been despatched to outhwestern Virginia to ald in the collection of the revenue.

-The Avondale mine will not be worked, it is thought, for another year. The miners have

returned to their work in other mines. -The Harvards have not yet arrived in New York. The City of Antwerp, on which vessel they are, is, it is supposed, detained by the heavy

The stables of James McMane, the trainer, at Hunter's Point, L. I., were burned last night. Several trotting horses were destroyed. Loss,

-One of the Gilliam Brothers, while performing with Johnson's circus, at Freeport, Ill., on Saturday, fell from the trapeze and so injured himself that in a few hours he died. -Surveyors have begun to survey the route

of the National Junction Railroad, which is to be run from the south bank of the Potomac, above Georgetown, to Washington, Pa. -It is suggested that the reward of \$5000 offered by the Government for the conviction of the assessins of the Internal Revenue Agent, Mr.

Brooks, of this city be increased to \$20,000. Admiral Hoff's report concerning the massacre of two United States citizens at Santiago has been sent to the Department of State. demand for damages will be made, it is thought -Attorney-General Brewster has given an opinion that Pennsylvanians residing in Washington, D. C., can vote anywhere in this State, outside of Philadelphia, without registering in

Foreign Affairs.

-Napoleon's health is improving. -Eugenic will soon start again on her Eastern tour.
—Spain is considering the abolition of slavery

in Porto Rico. -The "officious manifestations of Americans" in regard to Cuba are denounced by the Spanish

Ambassadors to England and France. -The London Times thinks that, with the Scnatus Consultum, it doesn't matter whether the Emperor lives or dies, so tar as the French

POLITICAL.

The Maine Election.

PORTLAND, Sept. 13.—The election was very quiet and the vote probably smaller than last year, but the strength of the parties is relatively the same. The temperance ticket takes off less than ten per cent. of the Kepublican vote in places heard from, which will not be enough to

PORTIAND, Sept. 13.—The State election passed off very quietly and but little interest was felt. The vote was small, and the returns came in slowly. Fourteen towns give Chamber-lain, 5593: Smith, 3174: Hitchborn, 661. Last year the same towns gave Chamberlain, 8661 and Ishury 5582 Bangor, Augusta, Belfast, Rockland, and Lewiston all give reduced Republican majorities. Biddeford gives a Democratic ma-

Augusta, Sept. 13—9 P. M.—Seventy-six cities and towns give Chamberlain, 19,167; Smith, 13,642; Hitchborn, 2063. Chamberlain's majority, 3462. The same towns last year gave Chamberlain, 31,933, and Pillsbury, 21,317. This ratio, if maintained, shows a total of \$5,000, and Chamberlam's election by 6000 majority. Hitchborn's vote will not exceed 6000.

PORTLAND, September 13—Midnight.—One hundred towns give Chamberlain, 23,732; Smith, 16,850, and Hitchborn 2385. Last year these towns gave Chamberlain, 37,676 and 26,401. Chamberlain's majority this year is 4497, against 10,672 in these towns over Pillsbury last year. This is almost half the and indicates a total vote of \$8,000, of which Chamberlain should have 48,000, Smith, 35,000, and Hitchborn, 5000. So Chamberlain's majority should be about 8000 over all others, igainst 19,268 last year.

The total vote last year was 131,782. The Re publicans carried fifteen of the counties. This year they lose one or two more. They probably elect 27 of 31 Senators, although on account of the split ticket there may be no choice in a few cases, as it requires a majority to elect in the case of Senators. The Republicans lose a number of Representatives on account of the Hitchborn vote. So far as heard from the Hitchborn party have elected no candidate.

THE REGISTRY LAW.

The Board of Aldermen-Alderman McMullin has Another Say.

Yesterday afternoon, at 3 o'clock, the Board

of Aldermen met for the purpose of filling the list of election officers. Alderman McMullin submitted a resolution, and in doing so said:— "Mr. Chairman:-I offer the following resolution, and I would say in presenting it that there has been a great deal of newspaper talk about what I have said in this Board. Contrary to law, what I have said in this Board. and contrary to the act of the Legislature, you have selected officers of election that are not Democrate to represent the Democratic party at the October election. By this broad and bold stroke you intend to deprive the Democratic citizens of their votes. Is there any wonder, when such things are done, that I should lose my temper? I want to say, and I say it frankly that I alone am responsible for what I said. The sixty thousand Democratic citizens of Philadel-phia are not responsible for what I say or do: out there is some honor among some of the gen tlemen on the other side In the Twentleth ward and in the Twenty-eighth ward the alder-men refused to name the Democratic election officers, because they know it is unfair and contrary to law, as depriving us of our rights under the Registry law, in selecting as Democrats men

who are not Democrats.

Alderman Clouds.—"I am glad to hear Alderman McMullin make hits speech, but I say we have not violated the law, and I am satisfied that the course we have pursued is as regular as any-thing we have done since we have met as a board. At the last election there were great frauds, and that has been the complaint for years past. Hence, a man who gets a nomination, and is elected by the henest votes of the people, has got to take a year before he gets his office. The Republican party has never felt disposed to go into that business. We believe in a fair election, and that every man entitled to a yet should be a vote should have an opportunity to vote ——"
Alderman Williams.—"Are not these remarks

Alderman Beitler .- "I think both are out of

Alderman Clouds—'I am replying to the charges made by Alderman McMullin." Alderman Carpenter—"I move that Alderman Alderman Clouds—"The Legislature passed the Registry law to provent frauds, and it is a good law. I am only defending the Republican

party and this board from the charges made by Alderman McMullin, and I don't intend to say anything personal to him. This law is intended to prevent the selection of imprope

Alderman Clouds—"The majority in this Board, and we have given the Democratic pro-Alderman McMullin—You have?
Alderman Clouds—Yes, sir. We selected men

Alderman McMullin-"Who has to do that?"

Alderman McMullin—You don't know.
Alderman Clouds—Yes, but we did not choose to select the men who had been officers before, and that is what's the matter. Alderman McMullin—Well, you have got a Registry law, and we intend to help you to carry it out, but you have no right to rob us of our

we believed were Democrats.

The clerk then read the list of nominations made by Alderman McMullin as the Democratic officers for the Twentieth and Twenty-eighth

wards. Alderman Carpenter submitted another list as

a substitute.
Alderman McMullin—"I don't think this is fair. The Alderman of the Twentieth ward at the last meeting refused to place in nomination any names. To-day you come with a list that has not a Democrat on it. We ought to know who are Democrats. You have the power, I know, and you come here to carry it out, and you will deprive us of our rights in the Twentieth ward. What chance have we? The law says we shall have a representation, and the men you read off are not Democrats. I appeal to your honor to say if this is fair? You don't want all the officers inside of one political class, and yet you have them all there. It is

Alderman Clouds-1 call upon the Alderman of that ward to give us something about these Alderman McMullin-At the last meeting he

Ald. Tittermary-If these men are not Democrats, you can go into court and get them off and get your own people in.

Ald, McMullin-What is the use of putting us to that trouble? Ald. Tittermary-These men are Demograts.

Ald. McMullin-We are the best judges. Ald. Carpenter's amendment, applying to the Twentieth ward, was agreed to—yeas, 35; nays, 19, and the resolution as amended was adoptedyeas, 36; nays, 19, thus taking Ald, McMullin's list for the Twenty-eight ward, but substituting that of Ald. Carpenter for the Twentleth ward. Alderman McMullin,-Wby don't you make a clean sweep of it and name the officers in the Twenty-eighth ward? That is the only ward you

leave us to name. By this broad stroke you do this thing, but it will tell terribly upon you. This ended the discussion on this subject, the list for the two wards being adopted as set forth above, the Twentieth ward list being that of Alderman Carpenter, and that of Twenty-eighth ward being the one proposed by

Alderman McMullin. The Board next proceeded to a revision of the list of canvassers as already made, the changes being based upon the ground of ineligibility or removal from the division.

Alderman Beitler stated that he had received a number of letters from parties appointed election officers, who declined to serve. Alderman McMullin—That is because you made our nominations for us. The Board adjourned.

MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA-THIS DAY. PHILADELPHIA BOARD OF TRADE, COMMITTEE OF THE MONTH.

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2	forth America. New York Rio Janeiro Sept	
*	Mails are forwarded by every steamer in the regular in	no
4	he steamers for or from Liverpool call at Queenstown.	0
é	ept the Canadian line, which call at Londonderry.	Th
- 2	teamers for or from the Continent call at Southamp	

steamers for or from the Continent call at Southampton. CLEARED YESTERDAY. Steamer F. Franklin, Pierson, Baltimore, A. Groves, Jr. Brig J. & H. Crowley, Crowley, Boston, Blakiston, Graeff & Co.

& Co.
Brig Abby Watson, Allen, Chelsea,
Schr Mary E. Staples, Dinsmore, Portland,
Schr Glenwood, Dickinson, Lynn,
Schr H. M. Wright, Fisher, Alexandria,
Schr R. J. Mercer, King, Rockport,
Schr Orralico, Small, Rockport, L. Audenried & Co.
Schr Lena Hume, Appleby, Portsmouth, E. A. Souder & Co. Schr Wm. Capes, Baker, Boston Weld, Nagle & Co. Schr F. Satterly, Stetson, New York, Captain.

ARRIVED YESTERDAY.

Steamship Whirlwind, Sherman, 36 hours from Providence, with mase, to D. S. Stetson & Co. Passed in the bay, brig F. J. Merriman, from Bath, and British brig Colta from

bay, brig F. J. Merriman, from Bath, and British brig Cuba, from—.

Steamship Norman, Orowell, 48 hours from Boston, with make, and passengers to Henry Winsor & Co.

Steamer Vulcan, Morrison, 24 hours from New York, with make to W. M. Baird & Co.

Schr Addie L., Cutler, 4 days from New York, in ballast to Knight & Sons.

Schr Amelia, Thurlow, 6 days from Newburyport, with mase, to Knight & Sons.

Schr Amelia, Thurlow, 6 days from Newburyport, with make to Knight & Sons.

Schr Hawatha, Lee, 6 days from Newburyport, with make to Knight & Sons.

Schr Hedington, Gregory, 8 days from Richmond, Va., with granite to Richmond Granite Co.

Schr Zenave, Short, 1 day from Magnolia, Del., with grain to Jas. L. Bewies & Co.

Schr Orralloo, Small, from New York.

Schr Orralloo, Small, from New York.

Correspondence of The Evening Telegraph.

EASTON & McMaddon's Bullettin.

New York Office, Sept. 13. — Four barges leave in tow to night for Baltimore, light.

S. A. Clark, with lumber, for Philadelphia.

A. J. Kirkpatrick, with guano, for Baltimore.

Baltimone Branch Office, Sept. 13.—The following barges leave in tow to night, eastward:

Enterprise; John Hawkins; C. Terrence; Mary Debrell; Myrtle; and Dell Hymes, all with coal, for New York.

(I. P. Satterlee, with wheat, and Sarah Elizabeth, with coal, for Fhiladelphia.

L. S. C.

coal, for Philadelphia.

Correspondence of the Philadelphia Exchange.

LEWES, Del., Sept. 12.—Barque Mexican, for Liverpool; brig Leuisz and Maria, for Rotterdam; schrs J. A. Griffin and Alice Neyes, for Boston, all from Philadelphia, went LABAN L. LYONS.

MEMORANDA.

Steamship Roman, Boggs, hence, at Boston yesterday.
Schr Mary Patten, from Bangor for Philadelphia, with amber, filled with water at Winterport, Me., in the gale himber, filled with water at Winterport, Me., in the gale of 8th inst.

Schrs E. Fwing, hence, and Minnie Kinnie, from Georgetown, D. C., both for Norwich, at New London leth inst.

Schr Ella Amsden, Smith, from Gardiner for Philadelphia, at Gardiner 10th inst.

Schr M. Sewell, Frisbes, from Providence for Philadelphia, at Newport P. M. 10th inst.

Schr M. T. Hedges, Franklin, and Henry, Dobbin, for Philadelphia, sailed from Nowport 10th inst.

Schr Maggie Van Dusen, for Philadelphia, sailed from Norwich 10th inst.

Schr A. Atwood, Tirrell, from Lanceville for Philadelphia, sailed from Salem 5th inst.

Schr Herbert Manton, Growell, sailed from Fall River 10th inst. for Philadelphia, and went into Newport.

Schr Lena Bunter, Perry, hence, at Providence 10th instant.

Schra Virginia, Small, and Evelyn, Crowley, hence, at Schra Virginia, Sant, and Lizzie Frambes, at Porteincult 9th inst.
Schra Mary P. Hudson, Vaughan, and Lizzie Frambes, for Philadelphia, sailed from Providence 19th inst.
Schra Westmoreland, Rice: Fanny Blake, Packer: Geo-Fales, Little: Abbie Fitman, Lambert; Annie Shopavd, Bowditch, for Philadelphia, and Sunbeam, Quinn, for Trenton, sailed from Providence 9th inst.
Schr Ann F. Safford, Powell, hence for Pawtucket, at Pavidence 9th inst. Schr Ann F. Saltord, Fower, Fower, Previdence 9th inst.
Schr Bartlett, hence at Washington, D. C., 10th inst.
Schrs Francis W. Johnston, Marie, and Zegla, Crowell, for Fhiladelphia, sailed from Newburyport 9th inst.
S. br Mary Francis, Boyle, for Trenton, N. J. sailed from Richmond 9th inst., via City Point.
Schr Challenge, Bickmore, from Warren for Philadelphia, at Providence 1th Inst. Would procure anchors, etc. and prescred.

Schra Campbell, Torrey; J. W. Wilson, Wilson, and Annie Mey, Morris, hunce at Boston 16th inst. Schr Mary Milne, Parket, from Philadelphia for Boston.

before reported ashers seven (not 70) miles west of Montauk Light, is a total wreek. Daniel C. Parker, brother of the captain, was swept orewboard at the time of the disaster and drowned. Samuel Hicks, of New Brunswick, was thrown from aloft and killed. Captain Parker had a leg broken. The remainder of the crew are safe and have arrived at New London. The M. M. was owned in Boston (not Philadelphia), by J. Baker & Co., P. E. Dolliver, and Capt. Frank Palmer, who commanded her. She was valued at \$18,600, and partially insured.

Schr Fly (of East Greenwich), Carter, from Plymouth, Mass., for Philadelphia, which was towed to Providence on Friday for repairs, was at ancher in Dutch Island harbor when the gale commenced on Wednesday, and was dragged into by sohr S. V. W. Simmons, Williams, from bomerast for Georgetown, D. C., and had both masts, davits, boat, diying jib, and port anchor carried away, tail on both bows and port quarter stove.

Schr Harper, totalt, from Philadelphia for Elizabeth, was dragged out of Holmes' Hole in the gale and was not in sight next morning. The Harper set colors for assistance while dragging out.

NOTICP TO MARINERS.

NOTICE TO MARINERS.

Notice has been received that the depth of water (as shown by the chart), within the Sculidge sand, in the fairway of Boston Deeps, and on the eastern part of the Outer Knock, has lessened considerably; also that the Spitway across the Long sand has altered its position; and as other considerable changes may have taken place in the several banks and channels, mariners are hereby cautioned not to place too much confidence in the accuracy of the chart until the locality has been resurveyed.

By order, W. B. SHUBRICK, Chairman.

Treasury Department, Office Lighthouse Board, Washington, D. C., Sept. 2, 1869.

PIANOS.

STECK & CO.'S & HAINES BROS'.

PIANO-FORTES, 2

AND MASON & HAMLIN'S CABINET AND METROPOLITAN ORGANS, 1.

with the new and beautiful VOX HUMANA.

Every inducement offered to purchasers.

J. E. GOULD.

No. 928 CHESNUT Street

R E M O V A L.—
DUTTON'S PIANO ROJMS,
CHICKERING GRAND, SQUARE AND UPRIGHT
PIANOS,
REMOVED TO
Nos. 1126 and 1128 CHESNUT STREET.
S91m WILLIAM H. DUTTON,

ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES, Full guarantee and moderate prices.

FOR SALE.

A FIRST-CLASS RESIDENCE

FOR SALE. The New Brown-Stone Dwelling, with

Coach House, No. 1507 SPRUCE STREET.

The house is 22 feet front, three story and Mansard roof, and three-story double back buildings, with bath rooms on the second and third, and water closets on first econd, and third floors, and every modern convenience, The lot is 22 feet front by 240 deep to Latimer street, on which there is a fine coach house, and stabling for four

The house was built and finished in the most complete manner for the present owner, who occupied it about a year, and offers it for sale only on account of leaving th

Furniture new, and will be included, if wished, POSSESSION IMMEDIATE, IF DESIRED.

> APPLY ONLY TO J. NORRIS ROBINSON,

At Drexel & Co.'s, No. 34 SOUTH THIRD STREET.

93 tf PHILADELPHIA. FOR SALE OR TO RENT. GERMANTOWN, five minutes' walk from Wayne Station, two nest and comfortable Houses on WAYNE Street, below Manbeim, suitable for a small and genteel family, with all the modern conveniences, gas, water,

range, heater, etc. Rent, 84% per annum. Apply to JACOB KAUPP, No. 77 WISTER Street, Germantown Possession at once. FORSALE, HANDSOME ARCH STREET RESIDENCE.

No. 1828, 20 by 137. In thorough order, with modern im-JOS. L. CAVEN. provements. Apply to No. 138 N. NINTH Street.

PAPER HANGINGS.

BEAN & WARD. PLAIN AND DECORATIVE

PAPER HANGINGS.

NO. 251 SOUTH THIRD STREET.

BETWEEN WALNUT AND SPRUCE, PHILADELPHIA.

COUNTRY WORK PROMPTLY ATTENDED OOK! LOOK!! LOOK!!!-WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1033 S "RING GARDEN Street, below Eleventh. Branch. No. 307 FEDERAL Street, Camden, New Jersey. 2 25;

HOOP SKIRTS, ETC.

1115. - H O P K I N S HOOP-SKIRT AND CORSET MANU-FACTORY AND SALESROOMS,

No. 1115 CHESNUT STREET. Our CHAMPION SKIRTS better and cheaper than

all others. 19 to 50 springs, 85c. to \$225. Our Keystone Skirts, 20 to 60 springs, 69c. to \$140; New York made Skirts, from 20 to 40 springs, 45 to 75c. R. Worley Corsets, \$2'50, \$3'50, \$4'50. Beckel Corsets, from \$1 to \$7.

Thomson's "Glove-fitting" Corsets, from \$2'20 to \$5. Mrs. Moody's patent self-adjusting abdominal support ing Corsets, from \$3 to \$7-highly recommended by phy icans, and should be examined by every lady. Over 40 other varieties of Corsets, from 75c, to \$950. Skirts and Corsets made to order, altered and repaired

WHOLESALE AND RETAIL. 7 23 3m WILLIAM T. HOPKINS.

NORNY'S TASTELESS

Fruit Preserving Powder, Is warranted to keep Strawberries superior to any know process, as well as other fruit, without being air-tigh Price, 50 cents a package. Sold by the grocers.

ZANE, NORNY & CO., Proprietors.

No. North SECOND St. Philads NEWFOUNDLAND DOG FOR SALE

A LARGE AND HANDSOME NEWFOUNDLAND DOG FOR SALE, CHEAP. A Good WATCH DOG. Call or address No. 171 QUEEN Street, Germantown

THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES, Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stewhole Plates, Boilers, Cooking Stoves, etc., wholesale and rotal, by the manufacturers, SHARPE & THOMSON, STWIMMERS, SHARPE & THOMSON, STRIPP, SHARPE & THOMSON, STRIPP, SHARPE & THOMSON, STRIPP, SHARPE & THOMSON, STRIPP, SHARPE & THOMSON, SHARPE & T

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS, No. 122 MORTH WHARVES

No. 27 NORTH WATER STREET,
PHILADRIPHIA. 2 225

ALEXANDER G. CATTELL ELIJAB CATTELL

DEAFNESS. EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Grutches, superior to any others in use, at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut.

JOHN FARNUM & CO., COMMISSION MER So. 233 CHESNUT Street, Philadelphia. 41 wfm? WILLIAM ANDERSON & CO., DEALERS in Fine Whickies.
No. 146 North SECOND Street,
Philadelphi

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE trom Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing 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, Sunburg, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg,

Wilkesbarre, Pittston, York, Carlisle, Chanibersburg, Hagerstown, etc.

The 740 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-39 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Poitstown 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.
HEADING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 540 A. M. and Reading at 740 A. M., stopping at all way stations; arrives in Philadelphia at 1845 A. M., Returning, leaves Philadelphia at 545 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 940

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 2:45 P. M., arriving at Philadelphis 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 1245, noon, for Pottsville and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadel-

phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Potsville at S A. M., and
Philadelphia at 3:15 P. M. Leave Philadelphia for
Reading at S A. M.; returning from Reading at 4:25 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 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 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack, NEW YORK EXPRESS FOR PITTSBURG AND

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 105 A. M. and 150 and 10-19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Raliroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 350 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6'30 and 11'30 A. M., and 640 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 3-55 A. M. and 3-20 P. M. for Pinegrove and Harrisburg, and at 12-10 noon for Pinegrove and Tremont, returning from Harrisburg at 7-95 A. M. and 3-40 P. M., and from Tremont at 6-45 A. M. and 5-05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced 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. dis-

ount, between any points designed, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at re-

duced rates.
CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT—Goods of all descriptions forwarded

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 2-15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4-25 A. M., 12 45 noon, 5 and 7-15 P. M., for Reading, Labanon, Harrisburg, Pottsville, Port Clinton, and no its beyond. BAGGAGE -Dungan's Express will collect baggage for all trains leaving Phi adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD.

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 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 streets, and at the I epot.

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.

receive attention. Mail Train. S-00 A. M. Paoli Accommodat n. 10-30 A. M., 140 and 7-10 P. M. Fast Line. 11-50 A. M., 140 and 7-10 P. M. Fast Line. 11-50 A. M. Harrisburg Accommodation. 2-30 P. M. Harrisburg Accommodation. 2-30 P. M. Lancaster Accomm dation. 5-30 P. M. Parkesburg Train. 5-30 P. M. Cincinnati Express. 8-00 P. M. Cincinnati Express. 8-00 P. M. Erie Accommodation. 11-00 P. M. Philadelphia Express, 12 night. Erie Mail and Pittsburg Express. 9-30 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 8 o'clock. Philadelphia Express leaves daily, Cincinnati Express 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 baggage delivered by 5 P. M., at No. 116 Market street. TRAINS LEAVE DEPOT, VIZ. :-

TRAINS ARRIVE AT DEPOT, VIZ. : Market street Cincinnati Express. 245 A. M. Philadelphia Express. 6-20 A. M. Erie Mail. 6-20 A. M. Paoli Accommodation, 8-20 A. M., 4-05 and 6-35 P. M. Parkesburg Train. 9:35 A.
Parkesburg Train. 9:10 A.
Lancaster Train. 12:30 P.

Lancaster Train. 1250 F. M.
Erie Express. 610 P. M.
Day Express. 120 P. M.
Pacific Express. 120 P. M.
Harrisburg Accommodation. 940 F. M.
For further information, apply to
JOHN F. VANLEER, Ja., 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 Paggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract EDWARD H. WILLIAMS, General Superintendent, Altoons, Pa. RAILROAD LINES.

1869. FOR NEW YORK,—THE CAMDEN ton Railroad Companies times from Philadelphia and Trensew York and Way Places.

New York and Way Places.

FROM WALKUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom... \$2:25

At 8 A. M., via Camden and Amboy Accom... \$2:25

At 2 P. M., via Camden and Amboy Express... \$2:09

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, 8:30, and 4:30 P. M., for Trenton.

At 650, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 1:30 P. M. for Bordentown, Fiorence, Burington, Riverly, and Delanco.

At 6:30 and 10 A. M., 12 M., S:30, 4:30, 6, 7, and 11:20 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and F. M., for Riverton.

The 11:30 P. M. line leaves Market Street Ferry. (upper side), FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington beroft.

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

At 130 and 11 A. M., 230, 330, and 5 P. M. for Trenton and Bristel, and 10-15 A. M. and 6 P. M. for District. At 7:80 and 11 A. M., 2:30 and 5 P. M. for Morris-At 530 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddingtor.
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 8:30 P. M., for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, 8, 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, 8, and 12 P. M., for

Trenton.

At 9 30 A. M., 4, 645, 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., 8 and 12 P. M. Lines will run daily.

All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9-30 A.M. Sand 18 P.M. lines. A. M., 8 and 12 P. M. lines, BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Budalo, 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, Stroutsburg, Water Gap, Belvidere, Easton, Lambertvillo, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chuns, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M., for Lambertville and intervalidate etchilds. termediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-20, 5, and 6-30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Halnesport, Mouri 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.

WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-

TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3½, 3½, 4, 4 35, 5 05, 5½, 6, 6½, 7, 8, 9, 10, 11, 12 P. M. P. M. Leave Germantown at 6, 7, 7%, 8, 8-20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 434, 5, 556, 6, 656, 7, 8, 9, 10, 11 P. M. The 8-20 down train and 334 and 534 up trains will not stop on the Germantown Branch. ON SUNDAYS

Leave Philadelphia at 9.15 A. M., 2, 4.05, 7, and 10% 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, 3½, 5½, 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., 12-49, 5-4), and

FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philade phia at 6, 756, 9, and 11 95 A. M., 136, 3, 436, 5, 536, 634, 8 95, 10 95, and 11 37 P. M. Leave Norristown at 5 40, 636, 7, 736, 9, and 11 A. M., 136, 8, 436, 8, and 936 P. M. The 736 A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

lane.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohoeken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

Leave Polladelphia at 6. 73, 9, and 11 9 P. M.

Leave Philadelphia at 6, 73, 9, and 11 95 A. M.,

13, 3, 43, 5, 53, 63, 805, 10 05, and 11 5 P. M.

Leave Manayank at 6 10, 7, 73, 8 10, 93, and 11 3

A. M., 2, 33, 5, 63, 830, 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. 23, 4, and 74, P. M. 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 Leave Philadelphia, foot of Market street, as fol-

lows:—
9:00 A. M., Cape May Express, due 12:25.
3:15 P. M., Cape May Passenger, due 7:15.
Cape May Freight leaves Camden daily at 9:2 RETURNING, TRAINS LEAVE CAPE MAY. 6:30 A. M., Morning Mail, due 10:06 A. M. 5:00 P. M., Passenger, due 8:22 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, foct of Market street, also at Camden and Cape May.

For Miliville, Vineland, Bridgeton, Sa'em, and intermediate stations, leave Philadelphia at 8:00 A. M., mail, and 8:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6:00 P. M. Returning, leaves Glassboro at 6:20 A. M.

duced rates, between Philadelphia and all sta-tions. PREIGHT TRAINS LEAVE CAMDEN For Cape May, Millville, Vineland, etc., etc., 9:20 For Bridgeton, Salem, and way stations, 12-00 Freight received at first covered wharf below

Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
NOTICE.
The Sanday Mail Train on the West Jersey Rail9 10 21 road is discontinued. WM. J. SEWELL, Sup't W. J. R. R.

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7:25 A. M., 9:30 J. M.,
2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and II: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., 155 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. 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, Gien Riddie, and Media; leaving Philadelphia at 4:35 P. M. will stop at Media, Gien Riddie, 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. 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

ON SUNDAYS.

Leave Philadelphia for West Chester at 8-90 A. M.
and 2-30 P. M.
Leave Philadelphia for B. C. Junction at 7-15
P. M. 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. WILLIAM C. WHESLER. General Superintendent, 4 105

AMUSEMENTS.

WALNUTST, THEATRE, BEGINS 11 8. THIS (Tuesday) EVENING, Sept. 14, NEW AND STARTLING DRAMA. Last week of the engagement of MRS, D. P. BOWERS, who will appear in her last great success, ULARA MELVILLE,

MRS. JOHN DREW'S ARCH STREET
THE LYDIA THOMPSON
BURLESQUE TROUPE'S THIRD WEEK.
MONDAY AND EVERY EVENING.

FOX'S AMERICAN THEATRE-WALNUT

above EIGHTEL
THE WONDERFUL KIRALFY TROUPE
HARVEST HOME AND MAGYAR CSARDAS.
The World's Prestidigitateur, RoBERT NICK LE.
Mutines on SATURDAY AFFERNOON at 20'clock. VALER'S (LATE MILLER'S) WIN'TER
GARDEN NOR. 720, 722, 733, and 736 VINE Street.
THE GRAND ORCHESTRION, formerly the property
of the GRAND DUKE OF EADEN, purchased at great
expense by JACOB VALER, of this city, in combination
with FLAMER'S ORCHESTRA and Miss NELLIE AN
DERSON, will perform EVFRY AFTERNOON and
EVENING at the above-mentioned place. Admission
free.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington uvenue 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.

Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 400 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elston, North-East, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Rigewood, 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, Elston,
North-East, Perryville, Havre-de-Grace, Perryman's,
and Magnolia.

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., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and Intermediate stations.

Leave Wilmington 6-30 and 8-10 A. M., 1-30, 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; 9-25 A. M., Express; 2-25 P. M., Express; 7-25 P. M., Express; 8-10 E. M., Express; 8-10 E. M., Express, 8-10 E. Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elston, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

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 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 1:30 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. Leave Chadd's Ford for Philadelphia at 645 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 630 A. M. and 415 P. M. will connect at Lamokin Junction with 700 A. M. and 430 P. M. Trains for Baltimore Central Rall-

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 821 Chesnut street, under Continental Hotel, where als State Rooms and Berths in Sleeping Cars can be seened 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.

NORTH PENNSYLVANIA RAILROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, 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, Pittston, and Tunk-At 9-45 A. M. (Express) for Bethlehem, Easton. Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.
At 145 P. M. (Express) for Bethlehem, Easton,
Mauch Chunk, Wilkesbarre, Pittston, Scranton,

and Hazleton.
At 5.00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8.45 A.M., 2.45 and 4.15 P. M. For For Washington at 6.45 and 10.45 A.M., and 11:30 P. M.

For Abington at 1:15, 3:15, 5:20, and 8 P. M.

For Lansdale at 6:20 P. M.

Fifth and Sixth Streets, Second and Third

Streets, and Union City Passenger Railways run to
the new Depot.

TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 00 A. M., 2 10, 4 46, and 5 25 From Doylestown at 8-25 A. M., 4-55 and 7-66 P. M. From Landale at 7:30 A. M. From Fort Washington at 9:20, 10:35 A. M., and

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
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. 106 S. FIFTH Street.

ELLIS CLARK, Agent. PHILADELPHIA AND ERIE RAILROAD,—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains
on the Philadelphia and Erie Railroad will run as
follows from Pennsylvania Railroad Depot, West
Philadelphia;

WESTWARD,

MAIL TRAIN leaves Philadelphia 9:20 P. M.
Williamsport 7:30 A. M.
arrives at Erie 8:15 P. M.
ERIE EXPRESS leaves Philadelphia 11:00 A. M.
Williamsport 9:00 P. M.
arrives at Erie 10:00 A. M.
ELMIRA MAIL leaves Philadelphia 5:00 A. M.
Williamsport 6:10 P. M.
arrives at Lock Haven 5:30 P. M. EASTWARD, MAIL TRAIN leaves Erie.

Williamsport.

arrives at Philadelphia.

General Superintendent,

ERIE FXPRESS !caves Erie. ... Williamsport arrives at Philadelphia BUFFALO FNP. icaves Williamsport. S. A. M.
BUFFALO FNP. icaves Williamsport. S. A. M.
BUFFALO FNP. icaves Williamsport. S. A. M.
Buffes at Philadelphia. S. A. M.
Barrisburg. S. A. M.
Buffalo. S. A. M.