MR. MANN'S SPEECH CONCLUDED.

AN EPOQUENT ADDRESS.

CHARGE OF JUDGE ALLISON.

THE FINDING OF THE JURY.

Bearing of the Prisoner.

[Continued from the Second Editton.]

[Continued from the Second Edition.]

He is brought face to face with the mother of one of the murdered ones, who recognizes the very necktie he had on as one made by herselt for Christopher Deering, and who identifies upon the prisoner the very shirt, he wears, as one stolen from Mr. Dearling's house. Subsequently investigation discloses the fact that the two watches, the two pistols, the two powder flashs, the two razors, and every article carried from the scene by the guilty one were traced to the possession of this man, who was alone when he was arrested in Market street, alone at Leckfeld's, alone at Stranb's. alone at Lavinia's, alone at Susani Smith's, alone at Moore's, alone at Boering's, alone of Deering's, alone, without confederate or accomplice in the world—for how idle would it be to suppose that any one had shared the danger and the horrors of that scene, and would not have shared the plunder for which all this was per formed and endured.

You must have noticed, Gentlemen of the Jury, that I have not offered any proof of statements or confessions made by the prisoner. In so conducting the case I have acted according to the best of my judgment. I was fully conscious that the exertions of the police and the facilities afforded by the citizens had collected a mass of evidence that fixed the guilt of this prisoner beyond all doubt. I care nothing, and I imagine you care nothing; as to what he said or could say about it, as affording any light in the case or enabling us to arrive at any correct conclusion in its decision

Who could expect truth from the lips of such a man as this prisoner is p. oved to be. Did ever any criminal; hardened enough to take thelife of even one man, tell the truth, the whole truth, in regard to his crime? How then can it be expected that the murderer of eight human beings, the murderer of a mother, with hear it, and you'll find murder, theft, deceit, treacnery, ingratitude, and lust, all dwelling there—can you expect that truth could exist in such a plice and, with each of t

of vice and dissipation frequented by the very outcasts of vice and dissipation frequented by the very outcasts of vice and dissipation frequented by the very outcasts of society.

They showed their discrimination to search where they found the brute had been, consorting with their porant and degraded Lavinia; none but a fiend in whree heart had expired every spark of his celestial origin, could have contrived, plotted and planned such a murder. This man, Anton Probst, occupies the highest pinnacle of wickedness. His name will be written the darkest in crime's dark annals. The records of our court, history and tradition will transmit his memory as the foremost fiend of all the earth. The innocent blood shed by him, will not slotk into the ground; thas a voice which rings in the ears of an excited populace crying aloud for vengeance against the author of all these murders.

As the blood of the first murdered one cried aloud to Heaven, so does that shed by this brutal monster appeal to us, teaching us the way in which we should go and the conclusions to which we should arrive. The rains which fell upon that saturday have not washed it out. It reddens the very atmosphere as we look through it to that prisoner's box. It crimsons the arm of the public prosecutor as he here lifts it up and asks for Justice.

of the public prosecutor as he here hats it up and as a for JUSTICE.

Some effort has been made to throw a charitable mantle over this wretch by allusions to the fact that he was in the Union army. He may have enlisted a dozen times for ought I care, sy, and taken the bounty each time, but this does not constitute him a soldier. It is not the uniform that makes the soldier, else many a miscreant would earn a title the noblest upon earth, for I regard the soldier

It is not the uniform that makes the soldier, else many a miscreant would earn a title the moblest upon earth, the soldier and the soldier who foughtin freedom's battles with a clear heart and for his country's safety, as the peer of any man on earth, but the hireling wretch who cares for or has no country, and volunteen to fight merely for nay, be he coward or be he brave merits not, in my estimation, the name of soldier. How well does Lady Aliworth describe a soldier is speaking to voung Aliworth—"These were your father's words; If e'er my son Follow the war, tell him it is a school Where all the principles tending to honor Are taught-if truly sollowed; but for such As repair thicher, as a place in which They do presume they may with license practise Their lusis and riots, they shall never merit The noble name of soldiers. To dare boldly In a fair cause, and. for their country's safety, To run upon the canon's mouth undaunted—
To bear with patience the winter's cold, And summer's scorching heat, and not to faint, When plenty of provisions fails, with hunger—Are the essential parts make up a soldier.
Not swearing, dice or drinking."
Hea soldier! By the killing of Cornelius Carey alone he forfeits the name of soldier.
Hea soldier! This man who carries innocent children into a barn and kills them with as little remorse as if he were a farmer cutting the throats of chickens to take them to the market.
Hea soldier! A man against whose brutality none are safe—a man who winder would and contract and and a safe.

as if he were a trimer cutting the throats of chickens to take them to the market.

The third that wend murder these innocents, cut off their little shores of their little aprons, and colly to the house poil their little aprons, and their little that wend and each see by his horrid crime, and colly wipe his hanns upon these bables garments!

A soldier an an analyst whose brutality none are ande-a mether who murders young and only by dashing out he brack that their little should be an analyst whose brutality none are ande-a mether and who murders young and off their little should be an analyst the throats of such innocent beings as the daster step their cheese of such innocent beings as the daster step their cheese of the Jury-Anton Probst is not a soldier. He is a thief and a murdeer. He is proved to be such a clear of the Jury-Anton Probst is not a soldier. He is a thief and a murdeer. He is proved to be such a clear of the such a clear the such as the sold with the light of the sun and ask, is it day?

I have urged this trial speedily, with unusual speed because such a crim es this is not only unusual but the light of the sun and ask, is it day?

I have urged this trial speedily, with unusual speed because such a crim es this is not only unusual but the light of the sun and ask, is it day?

I have urged this trial speedily, with unusual speed because such a crim es this is not only unusual but the light of the sun and the create of which he is proven guilty.

Without such conviction human justice would be a still provided the common went in the sun and the breast sickens as we contemplate it. and will say the content of the common went in feel that it have a right to ask you to resolutely and a sternly perform your duty by the content of the common went in feel the light of the content of the common went in feel the light of the content of the con

you of the meaning of that answer which you gave when the Commonwealth was seeking for a jury, and when the prisoner interrogated each of you minutely as to the exact condition of your mind, and I do this now when the testimony is closed, and when you are about to enter upon that deliberation which must determine for the prisoner the question of life and death, in order to bring before you the solemnity of that loath, and to say that you are bound by this cast to decide the case according to the evidence. It is the glory of the law that it will not permit the life cient evidence to warrant such a conclusion. It is the not to decide the case to you that you are to outside surroundings, by popular clamor, by tunnult or by the influence of the honest indignation which you may feel at the horid atrocity of the murder committed under circumstances like to that which has claimed your attention for the lastfourdays. You have sworn that you will decide the case according to the evidence; and I ask your attention to your solemn duty, to say, not whether a murder has been our mitted—not to say whether lives were taken, but to say whether the prisoner at the bar is the person, according to the evidence in this case, who took does not satisfy you of that fact, regardless of the surroundings to which I have referred, it is your solemn duty to bay that this prisoner is not guilty in manner and form as he stands indicted. You caunot be acquitted of your high and solemn duty if you decide the question of the guilt or innocence of the prisoner by any other consideration or motive or influence, than the evidence which the Commonwealth has submitted to you in this trial.

Judge Allison then reviewed the testimony at great length, and the case was given to the intro at very

any other consideration or motive or influence, than the evidence which the Commonwealth has submitted to you in this trial.

Judge Allison then reviewed the testimony at great length, and the case was given to the jury at HALF-PAST 20'CLOCK. The jury then retired to deliberate upon a verdict. The Court did not adjourn, but remained in session in the expectation of a speedy decision on the part of the inrors.

During the entire session of the Court to-day the crowd inside the building was dense. We have never in all our experience seen anything to approach it. Every spot except the bench and the prisoner's dock was densely packed with people. Even the space inside the ralling appropriated to she officers of the Court was crowded, many ladies being present to listen to the closing effort many ladies being present to listen to the closing effort many ladies being present to listen to the closing effort many ladies being present to instend to the closing effort many ladies being present to listen to the closing effort many ladies being present to listen to the closing effort so of the counsel engaged in the absorbing case. It was utterly, impossible to work one's way through the dense throng, particularly after the District Attorney, commenced his argument, and the manuscript of the reporters had to be passed ever the heads of the bystanders to messengers who communicated with the scribes inside by means of motes passed in in the same way as "copy" was conveyed out.

At fifteen minutes before three o'clock the jury returned into Court. As soon as the

At fifteen minutes before three o'clock the jury returned into Court. As soon as the flurry occasioned by their entrance had subsided, Judge Allison addressed the persons present, urging them to abstain from any demonstration of approbation or disapprobation. This was a solemn proceeding, and those who should so far forget themselves as to do anything offensive to the dignity of the Court or the solemnity of the dignity of

the Court or the solemnity of the occasion wouldsurely be punished.

The roll of jurors was then called. The jurors were then directed to stand up and to look upon the prisoner. The latter was directed to stand up and look upon the jurors.

The Clerk, Mr. George H. Moore, then in quired if they had agreed upon a verdict. The response was in the affirmative.

The foreman, in a clear voice then said, that they found Anton Probst, the prisoner at the bar, GUILTY OF MURDER OF THE FIRST DEGREE. At the request of the prisoner's counsel, the jury was then polled, and each man answered GUILTY OF MURDER OF THE FIRST DEGREE.

District Attorney Mann then gave notice that on Tuesday morning next he would move the judgment of the Court, and the sentence of the law upon Anton Probst, the

Deportment of the Prisoner.

As the jury re-entered the Court-room, we sat within half-a-dozen feet of the prisoner, closely scanning his countenance. His usual stolid aspect did not evince the slightest change, but a heaving of his chest showed that he realized, at least to some degree, that the crisis had arrived gree, that the crisis had arrived. After the jury had taken their places and had risen to give their verdict, Probst rose awkwardly, at the bidding of the Court, and awaited the fatal words. There was still no blenching, no evidence of any unusual

emotion.

The solemn words which fell upon the crowd and hushed them into total silence were received by the murderer with that strange impassiveness that has characterized him throughout the trial.

He remained standing, while the jury was polled, and after this had been done, sank again into his seat, with far less appearance of concern than had marked the bearing of

the men who had pronounced his doom.

We do not believe that Probstis a cool or collected man, but he has that phlegmatic manner and that generally low moral tone in regard to any estimate of the value of hu-man life that renders it impossible for him to appreciate the enormity of the crime which either revenge or avarice has prompted him to commit. He will no doubt main tain the same stolid bearing until the last act of the tragedy, when he explates his crime upon the scaffold.

From Washington.

[Special Despatch to the Bulletin.] WASHINGTON, April 28.—The Reconstruc WASHINGTON, April 28.—The Reconstruction Committee are still in session. They are determined to agree upon a plan before they adjourn. The one suggested by the New York delegation is looked upon with favor, and will in the main be adopted. It is not as radical as some wish, but it is the best that can be carried in committee. Several Southern senators are still here and one of them asserted to-day that no plan adopted by that Committee would be plan adopted by that Committee would be acceptable to the South. The Southern States, he said, had done all that was required of them by the President and that

was as far as they intended to go.

The Ways and Means Committee have referred the Tariff question to a sub-committee. It will take them at least a week or ten days to report upon the subject.

No action has yet been taken by the Finance Committee on Pennsylvania appointments.

XXXIXTH CONGRESS-FIRST SESSION

Ments.

XXXIXTH CONGRESS—FIRST SESSIO

**WASHINGTON, April 25.*

House.—The house met for general debate on the President's annual message.

Mr. Schofield (Pa.) addressed the House on the subject of Reconstruction. The premises which he assumed were that the disloyal population of the South would not exceed five millions; that this population was so distributed, that if the late seceded states were admitted without conditions, they would be able to elect twenty six Senstors and eighty-four Representatives, thus permisling one-seventh of the whole population of the United States to control would that the castruction of the Government. He argued that the destruction of the Government. He argued that the seceded States came back to the Union only by cortion; that it was a forced ridal, that the original cause of secession, batred of the North and its antislavery majorities, was much stronger mow than in 1861. They did not even profes to be in favor of the Union, though untrulful men from the North prevalence for them. If they could they would revive the Confederacy at orce, and they would use the Confederacy at orce, and they would use the Confederacy at orce, and they would use the Drivan of France hoping thereby to secure their own independence. For this state of things three remedies had been proposed. I. To disfranchise the leading the blacks. 3. To make the population, minus the distribution of France hoping thereby to secure their own claiming that it was the republican plan of reconstruction. The delay in reconstruction he attributed to the opposition of the democrats.

They fought all reconstruction that did not allow the return of their long mourned friends, more numerous and more malevolen than ever. But there was no need of great basic. The rebels had been for five years out upon plague-infected seas, and could they not now larly at quarantine for a single session.

The President's policy, as exhibited in his concessive of the last five years would still live, although the law of the land in those S

Marine intelligence. FORTRESS MONROE, April 28th - Arrived, leaking orig Bolling Wave, from Hayana, bound to Portland with sugar and molasses.

Markets.

New Yonk. April 28th. - Cotton is steady at 21 @32c. for middir g. Flour is firm; sales of 8,000 bbis. at \$7 35 @\$9 23 for State; \$9 05@\$12 40 for Ohio; \$7 35@\$9 15 for

Western: \$10@\$17 50 for Southern, and \$8 25@\$12 65 for Canadian. Wheat quiet: sales unimportant. Corn steady with small sales. Beefsteady. Fork firm sales of 1,400 bhls. at \$23@\$425 12½ for mess. Lard firm at 18@ 21c. Whisky steady.

21c. Whisky steady.

Stocks steady. Hilinois Central, 44%; Hilinois Central, 12½, Hilinois Central, 15; do. bonds; 105. Mich igan Southern, 82. N.Y. Central, 33½, Reading, 105½. Canton Co., 57. Virginio 6's. 63 Missouri 6's 74. Erie 14½. Treasnry 7 3-10, 107½. Ten-forties, 95½. Five-twenties, 106½. Gold, 128½.

BHIPPING FOR NEW YORK. Via Delaware and Raritan Canal. The Philadelphia and New York Express

The Philadelphia and New York Express
Steamboat Company.

Steam Propellers leave DAILY from
FIRST WHARF below MARKET street,
making the run in 24 HOURS.
This Line connects with all Northern and Eastern
Transportation Companies. Goods forwarded direct to
all points free of commission.
Freight received at lowest rates.

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mhl4-tf 117 Wall street, New York.

FOR BOSTON.

FOR BUSTON.

STEAMSHIP LINE DIRECT

AND LONG WHARF, PHILADELPHIA,
AND LONG WHARF, BOSTON.

The steamship SAXON, Captain Matthews, will sail from Philadelphia on Tuesday, May 1, at 10 A. M.

The steamship ARIES, Captain Boggs, will sail from Boston on Saturday evening, April 25th.

The line between Philadelphia and Boston is now composed of the

The line between Philadelphia and Boston is now somposed of the SAXON. Captain Matthews, 1900 tons burthen, NORMAN, Captain Crowell, 1200 tons burthen, ARIES, Captain Boggs, 900 tons burthen.

These substantial and well appointed steamship will sail punctually as advertised, and freight will be received every day, a steamer being always on the berth to receive cargo.

Shippers are requested to send Bills of Laging with their roods. Shippers are requestioned their goods.

HENRY WINSOR 4 CO.,
EZ South Delaware avenue.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP COMPANY. The fine steamships of this Line insure at the lower rates and sail regularly from the First Wharf above Market street, every WEDNESDAY and SATURDAY,

At Noon, Connecting with Railroads from Richmond, Norfoliand City Point, forming the most direct route for the South and Southwest.

For freight or passage, with excellent accommodations, apply to WM. P. CLYDE & CO., 14 North and South Wharves

NEW MXPRESS LINE TO ALEX
ANDRIA, Georgetown and Washingtor
via Chesspeake and Delaware Canal, with connection
at Alexandria, va., form the most direct route for
Lynchburg, Bristol, Knoxville, Nashville, Dalton and
the Southwest.

the Southwest.

Steamers leave First Wharf above Market streevery Wednesday and Saturday at 12 M.

For freight apply to the agents.

W. P. OLYDE & CO.,

14 North Wharves.

O., Agents at Alexandria.

TEXAS LINE.
FOR GALVESTON.
THE AI S. Camship LODON A.
Will have immediate despatch
FROM PILER NO. 2E AST RIVER.
An early day for salling will be named.
For freight or passage, apply to
No. 165 Arch street
No. 165 Arch street P.S.—Freight for this Line sent to New York by Swift-Sure Line

FOR NEW YORK.—Philadelphia Steam
Propeller Company—Despatch and Swittaure Lines, via Delaware and Raritan Canal—Leaving
deliy at 12 M. and 5 P. M., connecting with all the
Northern and Eastern Lines.
For freight, which will be taken on accommodating terms, apply to WM. M. BAIRD & CO., No. 132 South Delaware avenue. mb16tf

mbleif No. 122 South Delaware avenue.

NEW TOW-BOA'S LINE.

57AAS TO W-BOAT COMPANY.

BARGES towed to and from PHILADELPHIA
HAVRE-DE-GRACE, BALTIMORE, WASHING
TON, and intermediate points.

WM. P. CLYDE & OO., Agenta,
WM. P. CLYDE & OL. Agenta,
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Captain JOHN LAUGHLIN, Superintendent.

Captain JOHN LAUGHLIN, Superintendent.

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ROBINSON'S CALIFORNIA CLIPPER LINE.

SAILING REGULABLY AS ADVERTIBED.

Freight for this Line sent to New York by Swirt.

Sure Line at reduced rates.

The splendid Al extreme clipper ship.

GRANITE STATE,

Jacobs, Cemmander,

Jacobs, Cemmander,

This beautiful vessel is one of the sharpest and best vessels now loading, and having a portion of her cargo on board with large engagements, will have quick despatch. For freight, apply to.

RISHOP, SUN & CO.,

mh2311 FOR HARTFORD, CONN., DIRECT, VIA DELA WARE AND BARITAN LANAL.—The steamer NEVADA, Captain Grumier, now loading at Al-CH street wharf, will leave as above with despatch. For freight, &c., apply to with despatch. For Street WM. M. BAIRD & CO., apso-st 132 South Delaware avenue.

ADSU-SE 182 South Delaware avenue.

FOR FREIGHT OR CHARTER—A1 Br. bark
FATHLEEN, Williams, master, 490 tons re
gister and 6.500 bbls. flour.

A1 Br. bark JANET, Kinney, master, 280 tons register and 2,000 bbls. flour. ter and 2,000 bbls. flour.

Al Br. bark BALTHASARA, Wilson, master, 294
tons register and 3,500 bbls. flour.

Al Br. bark BALTHASARA, Wilson, master, 294
tons register and 3,500 bbls. flour.

A2 Br. brig IDA, Thesing, master, 210 tons register
and 2,500 bbls. capacity. Apply to

EDMUND A. SOUDER & CO.,

ap21

FOR LIVERPOOL—With Quick Despatch.—
The first class packet bark COBURG, Gibson,
The FOR ST LOHN N. P. The first class register.

Walnutstreet.

FOP ST. JOHN, N. B.—The first class shifted BRITISH LION, Mann. master, will sail for the above port on TUESDAY. May 1st. For treight or passage, as ply to PETER WRIGHT SONS, 115 Walnut street.

app2-3t

WANTED.—A Vessel to load in the Express Line to Providence, R. I. High rates and Quick derpatch. Apply to DAVID COOPER, 18 N. Wharves.

WANTED—A Vessel to load in the Express Line to Providence, R. I. High rates and Quick derpatch. Apply to DAVID COOPER, 18 N. Wharves.

WANTED—A Vessel of about 100 M feet Lumber, to carry timber from Denton, Md. to Wilmington, Del. Apply to DAVID COOPER, 18 N. Wharves.

FOR FREIGHT OR CHARTER—The fine schooner CHARE E. ELMER, 2800 bbls. capacity. Apply to DAVID COOPER, 18 North apz. 35.

SHIP MARY RUSSELL, Weeks, master, from Other at Walnut street wharf. Consignees will please attend to the reception of their goods. PETER WRIGHT & SONS, 115 Walnut street.

NOTICE—All persons are hereby cautioned against

WRIGHT & SONS, 115 Walnut street.

A COTICE—All persons are hereby cautioned against trusting any of the crew of the Br. bark Lizziw MORROW, as no debts of their contraction will be paid by captain or consignees. PETER WRIGHT & SONS, 115 Walnut street.

HIP BRITISH LION, from Liverpool, is now discharging under general order at Shippen street wharf. Consignees will please attend to the reception of their goods, PETER WRIGHT & SONS, 115 Walnut street.

A LL PERSONS ARE HEREBY CAUTIONED A against trusting any of the crew of the ship BRITISH LION, from Liverpool, as no debts of their contraction will be paid by the captain or consignees. PETER WRIGHT & SONS, 115 Walnut street, api2-tr PETER WRIGHT & SONS, 115 Walnutstreet. ap12-tr

A LL PERSONS ARE. HEREBY CAUTIONED.

A sgainst trusting any of the crew of the Rr. bark

DUNCAN, from Liverpool, as no debts of their contraction will be paid by the captain or consignees.

PETER WRIGHT & SONS, 115 Walnut street. ap12-tr NOTIOE.—All persons are hereby cautioned against trusting any of the crew of the Br. bark OOBURG, Gibson, master, from liverpool, as no debts of their contraction will be paid by the captain or consignees. PETER WRIGHT & SONS, 115 Walnut street. mb17-ti

AS. S. SHINDLER, SUCCESSOF tO JOHN SHINDLER & SONS, Sall Makers, No. 300 North DELAWARE d. SONS, Sail Makers, No. 300 North Della Walth Avenue, Philadelphia. All work done in the best manner and on the lowest all work done in the best manner and on the lowest and most favorable terms, and warranced to give po-fect satisfaction. Particular attention given to rensiving

PERFUMERY. MUJAVIRO
THE MOST DELICIOUS
OF ALL PERFUMES.
SOLD EVERYWHERE

COMPTROLLER'S NOTICE.

COMPTROLLER'S NOTICE.

TREASURY DEPARTMENT OFFICE OF COMPTROLLER OF CURRENCY, WASHINGTON March 20th, 1863.

Whereas, By satisfactory evidence presented to the indersigned, it has been made to appear that "THE NATIONAL BANK OF THE REPUBLIC OF PHILADELPHIA," in the city of Philadelphia, in the county of Philadelphia, and State of Pennsylvania, has been duly organized under and according to the requirements of the act of Congress, entitled "An act to provide a National Currency, secured by a pledge of United States Bonds, and to provide for the Circulation and Redemption thereof," approved June 3d. 1884, and has compiled with all the provisions of said act required to be compiled with before commencing the business of Bankling under said act.

**Now. Chergore, 1. Friedman Clarke, Compuroller of the Currency, do hereby certify that "THE NATIONAL BANK OF THE REPUBLIC OF PHILADEL-PAIA," in the city of Philadelphia, in the county of Philadelphia, and State of Pennsylvania, is authorized to commence the business of Banking under the act aforesaid.

In testimony whereof witness my hand and

aforesaid. In testimony whereof witness my hand and a second of office, this thirtieth day of Marih. 1866.

FREEMAN CLARKE,

[mh3iteny30] Comptroller. 122 SEROONS CARACCAS INDIGO now landing from Bark WHITE WING for sale by JOHN DALLETT, & CO. 123 Walnut street.

TRAVELING GUIDE. NORTH PENNSYLVANIA B R-THE MIDDLE ROUTE—
hortest and most direct line to Bethlebein, Allentown
wanch Ohunk; Hayleton, White Hayen Wilkesharre,
Mahanoy City, and all points in the Lebigh and Wyol
ming Coal Regions.

Passenger Bepois in Philadelphia, THIRD street.

Manch Chunk, Haziston, White Haven, Wilkesharre, Mahanoy City, and all points in the Lehigh and Wyon in the County of the County at 2.30 P.M. Accommodate stations. Washing At 2.30 P.M. Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope.

AT 3.30 P.M. Accommodation for Bethiehem and principal Stations on the North Pennsylvania Rairoad, making close connection at Bethiehem with Lehigh Valley Train for Easton, reaching there at 6.45 P.M. Passengers for Plainfield, Somerville and other points on New Jersey Central R.R. take N. J. C. Train at Easton, which arrives in New Yerk at 10 P.M. Passengers for Sumneytown take stage at North Wales, and for Nazareth at Bethiehem and for Greenville at Quakertown.

and for Nazareth at Bethiehem and for Greenville at Quakertown

AT 4.15 P. M.—Accommodation, for Doylestown, stopping at all intermediate Stations. Passengers for Willow Grove, Hattoro' and Hartsville take stage at Abington: for Lumberville at Doylestown.

AT 6.15 P. M.—Through Accommodation, for Bethiehem and all Stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening Train for points. I Lehigh Valley Railroad and for Danville, Will.

M. Passengers leaving Easton at 2.50 A.M., connect at Bethlehem and arrive in Philadelphia at 12.25 P. M. Passengers leaving Wilkesbarre at 1 P. M., connect at Bethlehem at 6.15 P. M., and arrive in Philadelphia at 245 P. M.

Passengers leaving Wilkesbarre at 1 P. M., connect at Bethiehem at 6.15 P. M., and arrive in Philadelphia at 8.45 P. M.
Leave Doylestwm at 6.30 A. M. 8.15 and 5.30 P. M.
Leave Lansdale at 6.10 A. M.
Leave Fort Washington at 10.50 and 2.15 P. M.
Leave Fort Washington at 10.50 and 2.15 P. M.
Leave Fort Washington at 10.50 and 2.15 P. M.
Discourance of Bethiehem at 9 A. M.
Philadelphia for Doylestown at 8 P. M.
Philadelphia for Doylestown at 8 P. M.
Boylestown for Philadelphia at 7.20 A. M.
Bethichem for Philadelphia at 4 P. M.
Fifth and Sixth Streets Passenger Cane conv y passenger to and from Berks Street Depot.
White Cars of Second and Third Streets Line convey passegners to Third Street Eppot.
Tickets must be procured at the Ticket Offices, THIRD treet of BEBKS street, in order to secure the lower rates of fare.
Hillman's Baggage Express will call for and deliver Baggage at the Depot.
Office, No. 113 South THIRD treet.

1014-112

FOR NEW YORK.—The CAMDELPHIA AND TRENTON RAHLHOAD COMPANY'S LINES, from Philadelphia to New York, and way places, from WALDIT STREET WHARF. Will leave as follows, vis:

At 8 A. M., via Camden and Amboy, Accom., \$2 22 At 8 A. M., via Camden and Jersey City Express, 2 00 At 2P. M., via Camden and Amboy Express, 2 22 At 12 M. (noon) and 3 P. M., via Camden and Amboy, Accommodation, (Freight and Passenger.)

senger.) At 6 and 11.50 P. M., via Camden and Amboy, Accor At 6 and 11.20 P. M., via Camuen and Amooy, accommodation.

(Freight and Passenger) ist Class Ticket.

2 23

24 6 and 10A.M., 2 and 5 P. M. For Mount Holly, Ewansville, Pemberton and Vincentown.

2 P. M. for Freehold.

4 6 and 10 A. M. 12 M. 3.00, 5, 6 and 11.20 P. M. for Paimyra, Riverton, Delanco, Eeverly, Edgewater, Burlington, Florence, Bordentown, dc. The 10 A. M. and 5 P. M. Line runs direct through to Trenton.

LINES FROM KENSINGTON DEPOT will leave as follows:

as follows -At 11.15 A. M., 4.30 P. M and 6,45 P. M. via Kensington and Jersey City Express 300
At 12 P. M. (Night) via Kensington and Jersey
City Express 22 y Express 225 e 645 P. M. Line will run daily. All others Sun-The 6.45 P. M. Line will run daily. All others sundays excepted.
At7.30 and 11.15 A. M., 3, 3.30, 4.30, 5 and 6.45 P. M., and 12 Midnight, for Bristol, Trenton. &c.
At 7.A. M., 10750, 5, 5 and 6 P. M. for Cornwells, rorrisdale, Holmesburg, Tacony, Wissinoming, Bridesburg and Frankford and at 8 P. M. for Holmesburg and intermediate Stations.
BELVIDERE DELAWARE RAILROAD, for the Delaware River Valley, Northern Ponnsylvania, and Delaware River Valley, Northern Pennsylvania, and New York State; and the Great Lakes. Two through trains daily (Sundays excepted) from Kensington Depot, as follows:

At 7.30 A. M. and 2.30 P. M. for Niagara Falls, Burfalo, Dunkirk, Canandaigua Elmira, Ithaca, Owego, Rochester, Einghampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre Scranton, Strondsburg, Rochester, Enghampion, Uswego, Syracose, Great Bend, Montrose, Wilkesbarre Scranton, Stroudsburg, Water Gap, Belvidere, Esstoa, Lambertville, Flem-ngton, &c. The 3.5 P. M. Line connects direct with he Train leaving Raston for Mauch Chunk, Allen-town, Bethiehem, &c. At 5 P. M. for Lambertville and intermediate Stations EF For New York, and Way Lines leaving Ken sington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The cars run into the Depot, and on arrival of each Train, run from the Depot, On Sundsys, Qmnibusses will leave Wal-nut street wharf at 6 P. M. to connect with 6.5 P. M line.

line.

Firty Pounds of Baggage only, allowed each Passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Doliar per pound, and will not be liable for any amount beyond to except by special contract.

Boston.

Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut Street.

LINES FROM NEW YORK FOR PHILADELPHIA: A. m., o r. m. and 12 A. M. and 2 P. M., sington.
From Pier No. 1 N. River, at 6 A. M. and 2 P. M., yis Amboy and Camden. At 12 M., 8 and 6 P. M. (Freight and Passenger), via Amboy and Camden. WM. H. GATZMER, Agent. WM. H. GATZMER, Agent,
WEST CHESTER AND PHILAHEDIA.

DELPHIA RAILEROAD, VIA

SUMMER ARRANGEMENTS.

On and after MONDAY, March 19th, 1865, the

trains will leave as follows:

Leave Philadelphia for West Chester, from Depot
Thirty-first and Market street, V.20 A. M., 11.00 A. M.,

Leave West Chester for Philadelphia, from Depot on
E. Market street, C.20, 7.00, 10.05 A. M., 14.00, 4.0 P. M.

Leave West Chester for Philadelphia, from Depot on
E. Market street, C.20, 7.00, 10.05 A. M., 14.00, 4.0 P. M.

Trains leaving West Chester as 7.30 A.M. and leaving
Philadelphia at 4.6 P. M., will not stop at Pennelbon,
and will stop below B. C. Jonction at Media only.

PENNELTON TRAINS.

Leave Philadelphia for Pennelbon 4.15 and 10.30
P. M.

Leave Pennelbon for Philadelphia 5.16 A. M., 7.55
P. M.

These Trains stop at all intermediate Stations.

ON SUNDAYS—Leave Philadelphia at 3.50 A. M.

and 2.00 P. M.

Leave West Chester 7.55 A. M. and 5.00 P. M.

ON SUNDAYS—The West Philadelphia Passenger
cars wil leave Eleventh and Market streets, half-anhour before the Train leaves the depot, and will leave
depot on the arrival of each train to convey passengers
into the city.

Trains leaving Philadelphia at 7.20 A. M. and 4.45 P.

depot on the arrival of each train to convey passengers into the city.

Trains leaving Philadelphia at 7.20 A. M. and 4.45 P. M., and leaving West Chester at 7.20 A. M. and 4.50 P. M., connect at H. C. Junction with Trains on the P. and B. C. R. R. for Oxford and intermediate points.

AS Passengers are allowed to take wearing apparel only as Eaggage, and the Company will not, in any case, be responsible for an amount exceeding one hunched dollars, unless a special contractis made for the same. HENRY WOOD, General Superintendant

dred dollars, unless a special contract ds made for the same. HENRY WOOD. General Superintendant HENRY WOOD. General Superintendant of the work of the west Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia, from the Depot of the West Chester & Philadelphia Railroad, corner of Inity-first and Market Streets, (West Philada), at 7.20 A. M., and 4.5 P. M.
Leave Rising Sun, at 5.30, and Oxford at 5.05 A. M., and leave Oxford at 2.25 P. M.
The June ist a Market Train with Passenger Car attached, will run on Tuesdays and Fridays. leaving The Rising Sun at 10.45 A. M., Oxford at 11.45 A. M., and Kennett at 12.45 P. M., connecting at West Chester Junction with a Train for Philadelphia, On and atter June 1st, this train will leave the Rising Sun at 4 P. M., Oxford at 11.45 A. M., and Kennett at 6.P. M. Marketing will not be taken on Passenger Trains.

The Train leaving Philadelphia at 7.20 A. M. connects at Oxford with a daily line of Stages for Peach Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with the Afternoon Train fer Philadelphia.

The Train leaving Philadelphia at 4.45 runs to Rising Sun, Md.
Passengers are allowed to take Weaving Apparel only, as Baggage, and the Company will not in any case be reaponsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

MIST PERSEY RAILEOAD

WEST JERSEY RAILROAD
LINES-From foet of Market street
-Upper Ferry. Daily, oxcept Sundays. FALLAND
WINTER ARRANGEMENT,
Commencing WEDNESDAY, NOVEMBER 15th,

Commencing Weddnesday, November 18th, 1863.

For Bridgetan, Salem, and all Stations on West Jersey and Falem Railroads, at 9 A. M. and 3.30 P. M. For Millyille and all intermediate Stations, at 9 A. M., and 3.70.

For Cape May and intermediate Stations, at 9 A. M., to Millyille connecting with freight train (Passenger car attached) for Cape May, due 3.45 P. M. and 8.00 P. M. through passenger, due 8.00 P. M. for (Gassboro' and intermediate Stations, at 9 A. M., 8 and 3.39 P. M.

For Weodbury, Gloucester, &c., at 9 A. M., 8, 3.30, and 5.39 P. M.

Freight will be received at second covered wharf before 9 A. M., will go forward same day. Freight delivered at 228 South Delaware Avenue.

J. VAN RENSSELAER, Superintendent.

THE WEST JERREY EXPRESS COMPANY
Will attend to all the usual branches of Express Busness, receive, deliver, and forward, through either responsible Express Companies, to all parts of the country, any article enturisted to them. A Special Messonger accompanies each through train, Office, No. 5 Walnut street.

TRAVELING GUIDE. READING RAILROAD.

GREAT TRUNK LINE FROM

GREAT TRUNK LINE FROM

LADELPHIA TO THE INTERIOR OF PHEN
VANIA, THE SCHUYLKILL, SUSQUMHAN
CUMBERLAND AND WYOMING VALLES,

NORTH, NORTHWEST and the CANADAS.

(MMER ARRANGEMENT OF PASSEGGER

ENS leaving the Company's Depot, THIR-TRAINS leaving the Company's Depot, THIR TEENTH and CALLOWHILL Streets, Philadelphis

TRAINS leaving the Company's Depot, THIB.
TREINTH and CALLOWHILL Streets, Philadelphis at the following hours:

MORNING MATL.

At 8 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williams, Pottsville, Pine Grove, Tamaqua, Sunbury, Williams, Pottsville, Pine Grove, Tamaqua, Sunbury, Williams, Dort, Emilia, Rochester, Nisgara Falls, Burialo, Allentown, Wilkesbarre, Pittston, York, Carlisic, Chambern, Durg, Hagerstown, &c., &c.

This train connects at READING with the Rest Pennsylvanis Ralicoad trains for Allentown, &c., &c., at PORT CLINTION with Catawissa Ralicoad trains for Williamsport, Lock Haven, Elmira &c., at Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York Chambersburg, Pinegrove, &c.

Leaves Philadelphis at 2.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia RR. trains for Columbia &c.

READING ACCOMMODATION.

Leaves Reading at 6.00 A. M., stopping at 1.30 A. M., and Pottsville at 8.30 A. M., arrives in Philadelphia at 8.55 A. M.

Returning, leaves Philadelphia at 5.50 P. M.; arrives in Philadelphia at 8.55 A. M., arrives in Philadelphia at 8.55 A. M.

Trains for Philadelphia at 8.55 A. M., arrives in Philadelphia at 12.45 P. M., Afternoon trains leave Harrisburg at 7.30 A. M., and Pottsville at 8.45 P. M.; arriving at Philadelphia at 12.45 P. M., Afternoon trains leave Harrisburg at 7.80 P. M. Market train, with a Passenger car attached, leaves Philadelphia at 8.15 P. M.; arriving at 8.10 M. Market train, with a Passenger car attached, leaves Philadelphia at 8.50 P. M., and Downingtown 12.30 P. M. for Philadelphia and all way stations; leaves Reading at 7.50 P. M.

Amarket train, with a Passenger car attached, leaves Philadelphia at 8.45 P. M., and Pottsville at 8.00 A. M., and Philadelphia at 8.15 P. M.; arriving at 8.11 P. M.; leave Philadelphia for Reading at 8.60 A. M., returning from Reading at 4.25 P. M.

CHESTER VALLEY RALLEY P. M. Reading at 4.25 P. M.

CHESTER VALLEY RALLEY P. M. Readin

Reading at 8.60 A. M., returning from Reading at 4.25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and interrediate points take the 8.00 A. M. and 5.00 P. M. trains from Philadelphia, returning from Downingtown at 6.35 A. M. and 2.30 Noop.

NEW YORK EXPRESS, FOR PITTSBURGH AND THE WEST.

Leaves New York at 9.00 A. M. and connecting at 1 A. M., and 2.8 P. M. and connecting at 1 A. M., and 2.8 P. M. and connecting at 1 Harriaburg with Pennsylvania, and Northern Central Rabiroad Express Trains for Pittaburgh, Chicago, Williamsport, Elmira, Baltimore, &c.

Returning, Express Train leaves Harriaburg, at 8 and 9.05 A. M., passing Reading at 4.49 and 10.52 A. M., arriving at New York 10 A. M., and 2.45 P. M. Sleeping Oar accompanying these trains through between Jersey Oity and Pittaburgh, without charge.

M. Mail train for New York leaves Harriaburg at 2.00 P.

M. Mail train for Harrisburg leaves New York at B Noon.

SOHUYLKILL VALLEY RAULROAD

M. Hall trait for Harrisburg leaves New York at IP NOOD.

SCHUYLKILL VALLEY RAILBOAD.

Trains leave Pottsville at 7, 11, 30 A. M. and 7, 15 P. M., returning from Tamaqus at 7, 35 A. M., and 1, 40 and 4, 15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILBOAD.

Trains leave Auburn at 7, 50 A. M. for Pinegrove and Harrisburg, and at 1, 50 P. M. for Pinegrove and Tremont returning from Harrisburg at 1, 15 P. M. and from Tremont at 7, 35 A. M. and 6, 10 P. M.

Trough first-class lickets and emigrant tickets to all the principal points in the North and West and Landas.

Canadas.

The following tickets are obtained only at the Office of S. Bradford, Treasurer, No. 27 South Fronth street, Philadelphia, or of G. A. Nicolis, General Superintend-Philadelphia, or or G. A. THARM, ent, Reading. ent, Reading. COMMUTATION TICKETS,
At 25 per cent., discount between any points desired At 25 per cent, discount between and At 25 per cent, discount between and the for families and firms.

MILEAGE TICKETS.

Good for 2,000 miles, between all points, at \$52 50 each. for families and firms.

BEASON TICKETS.

HEASON TICKETS.

SEASON TICKETS,
For three, six, nine or twelve months, for holders enly, to all points at reduced rates.
CLERGYMEN
Residing on the line of the Road will be furnished with cards, entitling themselves and wives to tickets at half-fare. half-fare. EXCURSION TICKETS.
From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fare, to be sad only at the Ticket Office at Thirteenth and Callowbill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

FREIGHT TRAINS.

Leave Philadelphia daily at 5,30 A. M., 12,45 noon and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinten, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the prinse pal Stations only at 2.15 P. M.

cpal Stations only at 2.15 P. M.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD—TIME TABLE—Commencing MONDAY,
April 16th, 1863. Trains will leave Depot, corner of
Broad street and Washington, stopping at Chester,
Wilmington, Newark, 1 lkon, Northeast, Perryville,
Havre-de-Grace, Aberdeen, Perryman's, Magnolia,
Chases and Stemmer's Bun.

Way-mail Train, at 8.15 A. M. (Sundays excepted),
for Baltimore, stopping at all regular atations
between Philadelphia and Baltimore.
Delaware R. B. Train, 9.00 A. M. (Sundays excepted), for
Princess Anne. Milif rd and intermediate stations.
Express train at 11.45 A. M. (Sundays excepted) for
Baltimore and Washington
Express train at 11.45 A. M. (Sundays excepted) for
Baltimore and Washington, stopping at Chester,
Claymont, Wilmington, Newark, Ekton, North-East,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmer's Bun.
Night Express at 11.00 P. M. for Baltimore and Washington.

Passengers by boat from Baltimore for Fortress

ington.

Passengers by boat from Baltimore for Fortress
Monroe, Norfolk, City Point and Richmond will take
the 11.45 A.M. Train.

WILMINGTON. ACCOMMODATION TRAINS,
stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 (0,11.15 A.M., 4.30, 6 00 and 11.36

P. M. The 4.30 P. M. train connects with the Delaware Railroad for Harrington and intermediate stations.

P. M. The 4.30 F. M. train connects with the Delaware Raliroad for Harrington and intermediate stations.

Leave Wilmington 6.45, 8.00 and 9.30 A. M., 4.00 and 6.30 P. M.

Trains for Newcastle leave Philadelphia at 9.00 A.

M., 4.50 and 6.00 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11.00 A. M., 4.35 and 10.00 P. M.

CHESTER FOR PHILADELPHIA.

Leave Chester at 7.46, 5.46, 10.14 and 11.40 A. M.,

From Baltimore to Philadelphia.—Leave Raitimore
7.25 A. M., Way Mail. 9.20 A. M., Express. 1.10 P. M.,

From Baltimore leave Chester at 4.49 and 8.52

A. M., and 8.35 P. M. Express. 8.25 P. M., Express.

Trains for Baltimore leave Wilmington at 5.23, and
9.33 A. M. and 4.15 P. M.

Freight trains with passenger car attached will leave
Wilmington for Perryville and intermediate stations
at 6.65 P. M. Leave Baltimore for Havre de-Grace
and intermediate Stations at 4.45 P. M. Leave Perryville for Wilmington and intermediate stations at 5.00

A. M., connecting at Wilmington with the 8.00 A. M.

train for Philadelphia.

Express Train at 4.15 A. M. for Baltimore and Washington, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Magnolia, Chase's and Stemmer's
Run.

Night Express 11.00 P. M. for Baltimore and Washington.

A.commodation Train at 11.30 P.M., for Wilmington

Night Express 11.00 P. M. for Baltimore and Washington.

Accommodation Train at 11.30 P.M., for Wilmington and Intermediate Stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore at 8.25 P. M., stopping at Havre de Grace, Perryville and Wilmington. Also stops at Elkton and Néwark (to take passengers for Philadelphia and leave passengers from Washington or Baltimore or Washington.

Accomedation train will leave Wilmington for Philadelphia and Intermediate Stations at 6.20 P. M.

H. F. KENNEY, Superintendent.

PITTSBURGH, COLUMBUS
AND CINCINNATI RAILROAD THE PAN HANDLE ROUTE WESTWARD. Owing to the great distance saved by THIS ROUTE the Government has assigned to it the carrying of the U.S. MAIL to the Frincipal Cities of the West and Southwest.

SOUTHWEST,

THERE BEING BUT ONE CHANGE OF CARE
BETWEEN PHILADRIPHIA AND CINCINNATI,
AND BUT TWO TO ST. LOUIS,
PASSENGERS BY THIS ROUTE WILL ARBIVE
IN CINCINNATI, INDIANAPOLIS, CAIRO AND
ST. LOUIS, ONE TRAIN IN ADVANCE OF ANY
OTHER LINE. OTHER LINE.

Passengers leaving Philadelphia at 11.50 A. M. will arrive at Altoons in the evening for supper, where Woodroff's Celebrated Palace state-Room Sleeping Cars will be attached, and run through to Columbus without change, avoiding changing cars at Pittsburgh at midnight, a comfort never before afforded to the traveling community.

at midnight, a comfort never before afforded to the traveling community.

Be sure to purchase tickets "VIA STEUBEN-VILLE" at PENNSYLVANIA RAILROAD OFFICE Corner Thirtieth and Market Streets.

PENNSYLVANIA RAILROAD OFFICE Philadelphia.

Gen'l Ficket Ag't. Steubenville, O.

JOHN H. MILLER. Gen'l Eastern Pass. Ag't.

JOHN DURAND, Gen'l Sup't. JOHN DURAND, Gen' S26 Broadway, New York.

1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816. 1816.

delphia.
And for Freight business of the Company's Agents:
S. B. Kingston, Jr., corner Thirteenth and Market
streets, Philadelphis.
J. W. Reynolds, Erie.
Wm. Brown, Agent N. C. R. R., Baltimore.
General Freight Agent, Philadelphia.
H. W. GWINNER.
General Ticket Agent, Philadelphia,
A. L. TYLER.
General Sup't., Williamsport.

TRAVELING GUIDE. PENNSYLVANIA CENTRALY
RAILEOAD.
The trains of the Pennsylvania Central B. R. leave
the Depot at Thirty-first and Market streets, which is
reached by the cars of the Market Street Passenger
Raiwa) running to and from the Depot. The last car
leaves Front atreet about thirty minnice, prior to
the departure of each Train.
ON SUNDAYS-Cars leave Eleventh and Market
streets 45 minutes before departure of Evening trains.
MANN'S BAGGAGE EXPRESS will call for and deliver
Raggage at the Depot Orders left at the office, No.
631 Chestnut street, will receive attention.
TRAINS LEAVE AND ARRIVE AT DEPOT cal Chestnut street, will receive attention.

TRAINS LEAVE AND ARRIVE AT DEPOT
THUS:

MAIL TRAIN
PAOLI ACCOM., No. 1
FAST LINE.
PARKESBURG,
HARRISBURG ACCOM.,
LANCASTEB ACCOM.,
PAOLI TRAIN, No. 2
ENLE MAI, PHILADELPHIA EXPRESS

ERIC MAIL STRESS † 9.00

PHILADELPHIA EXPRESS † 11.10

ARRIVE.

CINCINNATI EXPRESS † 11.10

PHILADELPHIA EXPRESS † 7.10

PHILADELPHIA EXPRESS † 7.10

PACOM., No. 1 8.20

PARKESBURG 9.00

LANCASTER TRAIN 12.20

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LANCASTER TRAIN 12.20

PAGE 14.40

LANCASTER TRAIN 12.20

LA

PHILADELPHIA, GERMANTOWN AND NORRISTOWN
RAILROAD.—TIME TABLE.—On and after WEDNESDAY, November 1st, 1885, until further notice.

FOR GERMANTOWN.
Leave Philadelphia—6, 7, 8, 9, 10, 11, 12, A. M.; 1, 2, 2, 10, 11, 12, P. M.
Leave Germantown—6, 7, 72, 8, 220, 9, 10, 11, 13, P. M.
1, 2, 3, 4, 43, 6, 5%, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and the 8% and 5% up trains denotes top on Germantown Branch.

ON SUNDAYS.

The 3.20 down train, and the 3% and 5% up trains de net stop on Germantown Branch.

Leave Philadelphia-9,10 minutes, A. M.; 2, 7 and 10%, P. M.

Leave Germantown-8 A. M.; 1, 6 and 9%, P. M.

CHESTNUT HILL RAILEOAD.

Leave Philadelphia-5, 8, 19, 12, A. M.; 2, 2%, 5%, 7, 3, and 11, P. M.

Leave Chestnut Hill-7.10 minutes, 8, 9,40, and 11,40 A.

M.; 140, 340, 540, 640, 840, and 10,40 P. M.

Leave Philadelphia-9,10 minutes, A. M.; 2, and 7 P.M. P.M. Leave Chestnut Hill—7.40 minutes, A. M.; 12.40, 5.40. and 9.25 minutes P. M.
FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia—6, 8.25, 11.65 minutes, A. M.; 12.6, 12.6, 6.25, 8.05, and 112.6, P. M.
Leave Norristown—5%, 27, 7.50, 9, 11, A. M.; 12.6, 8.5.

Leave Norristown—5%, 7, 7,50, 9, 11, 4. m.; 17; 17; 18; 10. and 8 P. M. train will stop at School Lane, Wissa-blekon, Manayunk, Spring Mills and Conshohooken only,
ON SUNDAYS.
Leave Philadelphia-9 A. M., 2%, and 7 P. M.
Leave Norristown-7 A. M., and 5 P. M.
Leave Philadelphia-6, 8.25, 11.05 A. M.; 1%, 8, 4%, 5%,
Leave Philadelphia-6, 8.25, 11.05 A. M.; 1%, 8, 4%, 5%,
Leave Manayung-6%, 7%, 8.20, 9%, 11%, A. M.; 2, 5,
5% and 8, P. M.

% and 8, P. M.

ON SUNDAYS.

Leave Philadelphia—9 A. M.; 2½ and 7 P. M.

Leave Manayank—7½ A. M.; 5½ and 8 P. M.

W. T. WILSON, General Superintendens,

Depot, Ninth and Green stress W. T. WILSON, General Superintendent,
Depot, Ninth and Green streets,
Depot, Ninth and Green streets,
PRESS COMPANY, 230 CHEST.
NUT STREET, PHILADELPHIA, January 27th, 1852.
The Adams Express Company have enlarged their facilities at Washington, D. C., by building a Railroad
Depot, and having acquired additional capacity for transportation, are now prepared to forward Heavy
Express freights, Packages and Parcels to Washing.
Express freights, Packages and Parcels to Washing.
Adamstown, Fortress Monroe, and other Paces South,
occupied by the army, at greatly reduced rates,
Special agreements made for Merchandise in large
lots. Suiter's goods and army supplies at satisfactory
prices, on application at our office. Soldiers' parcels
taken at much less than our usual rates.
Heavy and bulky packages received and receipted
for at our depot, Southeast corner of EROAD and LOCUST streets.

NEW ARBANGEMENT.—PHIL-

NEW ARBANGEMENT.—PHILADELPHIA TO WILLIAMS—PORT WITHOUT CHANGE OF CARS VIA CATA—WISSA ROUTE.

On and after Monday, April 2d, 1866, through cars for Williamsport will leave the Philadelphia and Reading Rail road Depot, Thirteenth and Callumbili stream for Williamsport will leave the Failbauer and Asing Railroad Depot, Thirteenth and Callowhill streets, at 8 A. M. arriving at Williamsport at 6 P. M., and making close connections for Elmira, Oil Regions, Buffalo, Erie, Niagara Falls, Suspension Bridge and all places in the Western, North Western, South Western States and the Canadas.

1HROUGH TICKETS to all points can be procured at the Company's office 425 Chestnut street, under Philadelphia Bank, opposite the Custom House, at the United States Telegraph Office in the Continental Hotel, and at the Depot of the Philadelphia and Reading Railroad Thirteenth and Callowhill streets.

N. VANHORN, Passenger Agent,

N. VANHORN, Passenger Agent,

RARITAN AND DELAWARE
RAY RAILROAD,—NOTICE—On
and after MONDAY, February 12th, the Express Train
will be discontinued. The Frieght Train leaves CAMDEN at 2 o'clock, P. M., daily, (Sunday excepted.) arriving in New York next morning.
Freight taken at low rates.

Electric L. B. COLE, Agent,

L. B. COLE, Agent, BUSINESS CARDS.

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