AND ASSOCITY BULLETIN. THE RNIGHTS TEMPLAR. The control of the co that within this practical result is also contained the inherent truth or the accepted pin between the most refined the most refined as under the most refined as the most to the most bear of the cover the most refined that the throught shan the accepted life, though and the most peak of the coverant, God declared truth and the Consuls of the coverant, God declared much to learn: The vertex of these structures developed them into form. The Via Sacra for triumph and Way for travel brought glory and gold to the Cassars and, the Consuls of the seed as the most to the most recitation.

The primarides are travel brought glory and gold to the Cassars and, the Consuls of the seed as well as the most of the coverant, God declared way from the Cassars and, the Consuls of the recal acting the present age has yet much to learn: The real and the practical.

The primarides the interior truth or the construction. Though the travel brought store the construction of the search of the propheses of their belief in God was not the less precious of the travel broughts it, and produces among men an instinctive cohesion between it and the limited states and the most period. The Hottlew of the causality of their original travel brought glory and gold to the constructions of the same of the phase of the cassars and, the Consuls of the cease of the past of the consult of the cassars and the most pecial calculating the present age has yet much to learn: The real and the practical way for the consultant of the propheses of the consultation to the consultant of the prophese of the cassars and the most pecial part of the prophese of the cassars and the most post part of the prophese of the cassars and the most post part of the prophese of the past of the pas From these teachings the present age has yet prehended, wondered and believed. The star From these teachings the present age has yet much to learn. The real and the practical, with which now the semi-instructed mind is so absorbingly occupied, are derived, but in the language of the symbol, behold a greater mystery in Bethlehem of Judea. The tenenobered, from that conjunction of the emotional with the intellectual, from which alone comes the vitality of civilization. Separated, they are powerless for good; in union, it may be said that all things are possible with them. The error to be avoided is the higher law which it is the fashion to deify as the attribute of the emotions, and which is claimed to be infallible.

No generation of men, and none of the ages of time, have ever existed and passed away without engulphing in their forgottemness the wasting failure of human passions. The philosopher, the scholar and the mystic will, either which St. John at Patmos beheld, when he was bidden to come up hither to see the things which is perfected completion, acknowledges the causalty of its origin.

These prefatory thoughts have been sugdges the causalty of its origin. rich sedges the causalty of its origin.

These prefatory thoughts have been suggested by the ceremonies of to-day. They are both appropriate and seemly. They befit such an audience as composes this brilliant as a sity of a process amilieable to both appropriate and seemly. an audience as composes this brilliant assembly. Expectation invites their more type, and symbols were; from Noah, till the direct application to surrounding scenes and present society. breat application to surrounding scenes and present society.

From States and cities the Masonic Order of Knights Templar has convened its members here to celebrate an epoch which these ceremonics commemorate.

The origin of Freemasonry is open to the speculation of the student. The world's wonders are its creation. The virtue, knowledge, arts, and sciences of man are its suggestive teachings. Its power, its perpetuity, and its principles are the consequences of the perfect union of the ideal and the emotional. It has taught the faith of Abraham, the obedience of the pilgrim before the Delphic oracle, Samaritan charity, the immortality of hope, the virtue of Plato, the silence of wisdom. Freemasoury has thus exercised its prerogatives as an esoteric teacher, secluded from the gaze of the profane, and hidden from the observation.

In commissioned to perform their service. To the Israelite the sign of the bow was a promise, to the Christian the sign of the bow was a promise, to the Christian the sign of the cross the correlation. The christian the sign of the bow was a redemption from destruction.

The effects of the mysteries in type, signs, and symbols had influenced the common mind of the whole people. The Hebrews believed that influenced the common mind of the whole people. The Hebrews believed that the whole people. The Hebrews believed the common mind of the whole people. The Hebrews believed that the whole people. The Hebrews believed that the whole people. The Hebrews believed that the whole people. The Hebrews believed the common mind of the whole people. The Hebrews believed the common mind of the whole people. The Hebrews believed the common mind of the whole people the whole people the whole people. The Hebrews believed the common mind of the whole people the whole people the whole peo an esoteric teacher, secluded from the gaze of the profane, and hidden from the observation Peter of Amiens, the hermit; Walter of Burthe profane, and hidden from the observation of the incredulous. Its rites and ceremonies, its rights and privileges, its usefulness and its benefits are veiled like its teachings from the benefits are veiled like its teachings from the world. Its temples are the depositories of its areana. Within their walls only can the mysteries be known. There the emotional and the ideal exist always. There and there only ideal had no controlling nower over the 275 on the free only ideal had no controlling nower over the 275 on the free only ideal had no controlling nower over the 275 on the free only ideal had no controlling nower over the 275 on the free only ideal had no controlling nower over the 275 on the free only ideal had no controlling nower over the 275 on the free only ideal had no controlling nower over the 275 on the free only ideal had no controlling nower over the 275 on the free only ideal had no controlling nower over the 275 on the free ideal exist always.

viewing the procession, from the front of their residence yesterday, thieves entered through the rear and robbed the place of a lot of silverware and twenty dollars in cash. RUN OVER .- Mary Grace, aged four years, was run over by a light wagon at Second and South streets yesterday morning and sustained a severe fracture of her left arm. She was taken to her parents' residence, near by. years, committed suicide yesterday by drowning himself in the Schuylkill, near the United States Arsenal. The body was recovered, and he Coroner notified to hold an inquest. THE DOG QUESTION.—Considerable Kadosh, No. 29. It gives us pleasure to publish the Directors' names. They were as follaint is made in Camden that the law is not enforced which prohibits dogs from running unmuzzled in the streets. The ordinances provide that the Mayor shall issue his procla-mation authorizing the indiscriminate de-Sir John Thornley, St. John's, No. 4, Directruction of all dogs so running unmuzzled, but they do not provide who shall do the killing. The Mayor's authority in the matter ends when he issues his proclamation. Therefore, he Council, at its next meeting, should repea all the old ordinances in reference thereto, and adopt a new one covering the deficiencies complained of, and providing officers whose duties it shall be to execute the provisions of the law. It would be much more beneficial to the city if a penalty of \$5 was affixed to each offence in allowing dogs to remain unmuzzled office the time specified in the ordinary and grand orchestras were then called into requi-sition for the remainder of the night. These bands were the Grand Mozart Orchestra, un-M ASONICKNIGHTS TEMPLAR,-Quite a large umber of members of the different lodges of

its labors. Jerusalem, the Holy City, saw the first convocation of its craftsmen, before the Height convocation of its craftsmen, before the Holy Sepulchre was hewn out of the Ariman cover the spear of resistance of the sword of reverse the pear of resistance of the sword of recent the pear of discord is destroyed in the raight of the shadow of the clouds of the coming. This sublime and hoary sovering tritues, as they develop them he selves among those who are its children and subjects.

Legitimacy is the pride of the craftsman. It is the test of association. The spurious and the chandestine, not having the mark which is the test of association. The spurious and the chandestine, not having the mark which is the test of association. The spurious and the chandestine, not having the mark which is spinalizes the true, are driven in derision into the spinalizes the true, a Coulter (sergeants).

Fourteenth District—Edward Eastburn,
Michael Young and J. P. Detwiler. ROBBERY.-Whilst the family of George

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NEW JERSEY MATTERS.

TO LET—A HANDSOMELY-FUR-NISHED House, on Walnut street, west of Sven-teenth. Address E. WILLIAMS, Sub-Post Office. Eighteenth street. BY MRS. JOHN DISKY er which, Shakspeare's Coinedy, CATHERINE AND PETRUCHIO, Mrs. John Dr Barton? TO RENT-A HANDSOME COUN-TO RENT—A HANDSOME COUNTY house, first and second stories furnished stabiling, ice house filled, grove opposite, four minutes walk from Haverford College Blattom, Pennsylvania Central Railrowt, Apply to C. J. ARTHUR, White Hall Hotel; or by letter, West Haverford Post-office, Delagrac county. n preparation, HUMPTY DUMPTY. TWO-FOLD ATTRACTION. 100 ARTISTS
THEATRE OPEN ALL SUMMER.
ERY EVENING AND SATURDAY AFTERNOON.
US WILLIAMS IN-HIS GREAT SELECTIONS.
FIRST NIGHT OF THE NEW BALLET.
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E MINSTREL CORPS.THE COMEDY COMPANY.
HE DASHWOOD SISTERS in their Specialties. TO LET-FURNISHED HOUSE ON a Farm, within three-quarters of a mile of Media Station. Can be supplied with vegetables, milk, cream and butter. Apply at 1020 CHESTRUT street. jet-313 TO LET.—A COMMODIOUS, WELL sladed stone house, 4½ miles from Market Street Bridge, and within five minutes' walk of a station on the ILLIARDS -- A GRAND EXHIBITION will be given THIS EVENING, at 699 CHESTNUI reet, at Mr. JAMES PALMER'S SALOON. Matched Il be played by John McDevitt, ex-champion of Ame a; Victor Estephe, E. J. Plunkett and James Palmer The public are invited, and every attention will be paid the guests. BEDLOCK & PASCHALL. GERMANTOWN.—TO LET OR FOR SAIE—Pleasant house, Duy's lane, above Mill street. Will be let partly furnished, or sold. Immediate possession. Apply, between 10 and 1 o'clock, to M. C. LEA, 430 Walnut street. CADEMY OF FINE ARTS Open from 9 A. M. to 6 P. M.
Benjamin West's Great Picture of
still on exhibition. TO LET, NEAR MT. HOLLY, N.J. Beil Handsome Country Residence, containing 11 rooms; with stabling, large garden, plenty of fruit and shade. Rent 8569. ieli 3t m w s\* E. T. DOBBINS, 1412 Walnut street. MACHINERY, IRON, &C. FOR RENT-THE DESIRABLE Three-story Brick Residence, situate No. 221 Clin. MERRICK & SONS,
SOUTHWARK FOUNDRY,
420 WASHINGTON Avenue, Philadelphia,
MANUFACTURE
STEAM ENGINES—High and Low Pressure, Horizontal, Vertical, Beam, Oscillating, Blast and Cornish Hill Three-story Brick Residence, situate No. 22 Clinton street. Immediate possession given. J. M. GUM-MEY & SONS, 733 Walnut street. TO RENT FOR THE YEAR OR Season, a fine Country Place in Gormantown.
There is a large furnished mausion, 18 rooms, stable, &c.. Pumping.
BOILERS—Cylinder, Flue, Tubular, &c.
STEAM HAMMERS—Nasinyth and Davy styles, and of all sizes. ASTINGS—Loam, Dry and Green Sand, Brass, &c. OOFS—Fron Frames, for covering with State or Iron. ANKS—Of Cast or Wrought Bron, for refuggles, water, TO RENT-FURNISHED SUMMER Suicide.-James Sweeney, aged twenty-five oil, &c. GAS MACH INERY—Such as Retorts, Bench Castings Holders and Frames, Purifiers, Coke and Charcoa GAS MACHIARERY—Such as Betorts, Bench Castings, Holders and Frames, Purifiers, Coke and Charcoal Barraws, Valves, Governors, &c. SUGAR MACHINERY—Such as Vacuum Pans and Pumps, Defecators, Bone Black Filters, Burners, Washers and Elevators, Bag Filters, Sugar and Bone Black Cars, &c. TO RENT—THE LARGE, CONVE-nient and well-lighted granite front Store, No. 110 South DELAWARE Ayenue, with immediate possos-Black Gars, &c.
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In Philadelphia and vicinity of William Wright's Patent
Variable Cut-off Steam Engine.
In the United States, of Weston's Patent Self-centering and Self-balancing Contrifugal Sugar-draining Machine. sion, the present tenant being obliged to retire from husiness owing to ill-health. Apply to J. B. HIS-SIER & Co., 108 South Delaware avenue. my/1 tig TO LET-A THREE-STORY, IMITAlass & Barton's improvement on Aspinwall & Woolsey's Centrifugal.
Bartol's Patent Wrought-Iron Retort Lid.
Strahan's Drill Grinding Rest.
Contractors for the design, erection and fitting up of Refineries for working Sugar or Molasses. OPPER AND YELLOW METAL U Sheathing, Brazier's Copper Nails, Bolts and Ingot Copper, constantly on hand and for sale by HENRY WINSOR & CO., No. 332 South Wharves. DRUGGISTS' SUNDRIES.—GRADU-ates, Mortar, Pill Tiles, Combs, Brushers, Mirrors, Tweezers, Puff. Boxes, Horn-Scoops, Surgical-Instru-ments, Trusses, Hard and Soft Rubber Goods, Vial Cases, Glass and Metal Syringes, &c., all at "First Hands" prices, SNOWDEN & RROTHER, ap5-tf.—23 South Eighth street. WANTS COMPETENT INSTRUCTOR OF Orchestral and Vocal Music wanted to take charge the Music Department of the Pennsylvania Institu-on for the Blind, Twentieth and Race streets. hand Race streets.
WILLIAM CHAPIN,
Principal TRUGGISTS ARE INVITED TO EX-WANTED-A SECOND-HAND UPfter the time—specified in the ordinance and he Mayor's proclamation, to be recovered as ill fines and penalties are collected, which said all fines and penalties are collected, which said fine shall go into the treasury for the use of the city. If this was done people would soon put Scale Makers. Apply to W. P. TROWBRIDGE, Novelty Iron Works, East River, Twelfth street, New OLIVE OIL, SUPERIOR QUALITY, ON U boxes White and Mottled Castile Spap, very superior quality—ROBERT SHOEMAKER & CO., Wholesale Druggists, N. E. corner Fourth and Race streets. Knights Templar, of New Jersey, were yes-terday entertained by their brethren of Camden, after the parade had taken place. About one hundred of the members of the Camden lodges escorted their visitors, in the ODGERS' AND WOSTENHOLM'S areana. Within their wais only can the mysteries be known. There the emotional and the enough state in the enough and here only the ideal exist always. There and there only Preemasonry presents objective evidence of subjective ev CAS FIXTURES —MISKEY, MERRILL & THACKARA, No. 718 Chestnut street, manufacturers of Gas Fixtures, Lamps, &c., &c., would call the attention of the public to their large and elegant assortment of Gas Chandellers, Pendants, Brackets, &c. They also introduce gas pipes into dwellings and public build. DEMOVAL. - THE LONG-ESTAB-

It lished denot for the purchase and sale of second-nand Doors, Windows. Store Fixtures, &c., from Seventh stroot to Sixth street, above Oxford, where such articles are for sald in great variety.

Also, new Doors, Sashes, Shutters, &c.

CHAIR,-FOR SALE, 180 TONS OF Chalk, Affoat, Apply to WORKMAN & CO. Walnut street.

. The Irish Church Bill... LONDON, June 15th The Times says the speeches of Stratford de Redellife and the Archbishop of Canterbury leave no doubt as to the result of the bill. While they dislike it, and are unable too persuade themselves that it will have a beneficial effect, they, advise the House to assent. The practical good sense and patriotism of these speeches contrast strongly with the tone of Bright's hasty effusion.

The Relegraph says: "After the first night's debate on the Irish Church bill, the issue cannot be Alcibert." debate on the Irish Church bill, the issue cannot be doubted."

The Star says: "Since the speech of the Archbishop of Canterbury everything appears immediately favorable to the bill."

John Bright has written a letter, to a meeting in Birmingham, in which he says: "If the House of Lords delay the passage of the Irish Church bill, they will stimulate discussion on subjects which might slumber for years. The value of a constitution which gives a majority in one house in favor of, and in the other house against a given policy, may be questioned." Why is it that when the Crown and Commons are in harmony with the nation, the in one house in favor of, and in the other house against a given policy, may be questioned. Why is it that when the Crown and Commons are in harmony with the nation, the Lords are in direct opposition? As long as the House of Lords acts in harmony with the country, they may go on for a long time; but when they thwart its course they may meet with unpleasant accidents. He hopes the council of a few good and wise men in the House of Lords may prevail.

The Admiralty Court has ordered the sale of f Lords may prevail.
The Admiralty Court has ordered the sale of the productive power of the nation. the steamer Alexandra, built for the Confederates, and last directed the proceeds to be lodged with the court. lodged with the court.

In the contest at Nottingham for Sir Robert Clifton's seat in Parliament, Charles Seely was elected over Digby Seymour.

Murphy, an anti-Irish agitator, has been arrested in Birmingham.

LONDON, June, 15.—In the House of Lords to-night, a great number of petitions against the Irish Church bill were presented. Lord Cairns gave notice of a question to ascertain if the government intended to endorse the if the government intended to endorse the opinions contained in John Bright's last letter opinions contained in John Bright's have level.

Lord Grey said he felt all the circumstances
under which the bill was sent to the House,

200 South Fifth street.

GERMANTOWN—FOR SALE—THE
Hadsome double pointed stone residence, with
pointed stone stable and carriage house, and an acre of
ground, situate on the S. W. side of thew street, between
Shoemaker and Church Lance. Hes every city convenience, and is in perfect order; grounds beautifully
improved with drive, walks, choice evergreen and alunde
trees and ambundance of fruit; 3; M. GUMMEY &
SONS, 735 Walnut street.

under which the bill was sent to the House, but urged Earl Harrowby to reconsider his motion for postponement, in view of the consequences which might result should it be carried. If the bill before them passed at all, it must be materially amended. The House of Lords now had, but night not hereafter have, the power to append the power to amend.

The result of the late elections was emphatically in favor of the bill, and it would be imprudent for the Lords to oppose it. If they were successful for a moment, they would soon have it returned, perhaps in a more objectionable form. He urged the consideration of the amendments in a fair and conciliatory spirit, and exhorted the House to accept the measure with dignity and not incur the odium of the people by a collision with the House of Commons, which represented the deliberate opinion of the nation.

The Archbishop of Dublin complained of the hard, ungenerous, and illiberal manner in which the Church was treated, and denounced the bill. He thought if it was necessary it. might have been less severe.
The Bishop of St. David's said the superior sanctity of Church property was not to be considered, but the best means to apply it in view through accidental fires, preserving their contents in of the public need.

He disapproved of excessive demonstrations of Protestantism, and said he valued its ascendancy, not as it was political and religious, but as it was moral and beneficial. He considered the Irish Church an anomaly. It had failed to fulfil its mission, and promoted discord. He urged the passage of the bill to a second reading, and afterwards the introduction of amend-The Duke of Richmond explained though he felt the injustice of the bill, great hesitation he had resolved to act in op-position to his party. He was sensible of the inexpediency of popular agitation, and was convinced that the constitutional course was to pass the bill, after amending the objectionble clauses, and leave the responsibility of ac-

able clauses, and leave the responsibility of accepting amendments or of withdrawing the bill on the government.

The Bishop of Peterborough opposed the bill, and appealed to the House to act firmly and impartially and not to humiliate themselves by abdicating abruptly their constitutional position, beseeching the nation to spare them because they were utterly contemptible and useless.

Speeches were also made against the bill by Lords Chelmsford and Clancarty, and in favor Lords Chelmsford and Clancarty, and in favor of it by Lords Penzance, DeGrey and Monck. The House again adjourned without acting. Explanation of the English Mission. A Washington despatch says: It is not true, as rumored in a recent cable Minister Motley intimated the American administration concurs in the reasons which led the Senate to reject the Alabama treaty. Such was not the tenor of his instructions concerning his intercourse with her Majesty's Govern-ment, and it is not, therefore, considered probable that he would make that assertion. It is plain the circumstances attending the rejection of the treaty, without committing the Govern-ment to any line of policy, but at the same time standing by the rejection of the treaty.

Minister Motley is not instructed to make
any proposition for the settlement of the
claims, but to say, that in view of the irritaion in England, owing to the rejection of the treaty, the present is not an auspicious time

to propose the reopening of the negotiations; in other words, the temporary postponement of the question is desirable, with the hope that when the excitement shall subside, Her Majesty's Government will invite a reopening of negotiations. He is not authorized to announce the readiness of our Government to make any proposition on that subject, nor to demand the payment of the damages, national as well as individual, but to assure Her Majesty's Government of the sinere desire of our own to have all matters of dispute adjusted on terms honorable and satis factory to both nations.

Another point in the instruction is, in effect, that the mere proclamation declaring the Rebelsentitled to belligerent rights is not, in Rebels entitled to belingerent rights is not, in itself, a cause for demanding damages, or a separate ground of complaint; but this, taken in connection with subsequent acts, was untriendly, and showed a spirit of hostility against the United States during the late war, esulting in losses, which require repar-The instructions were prepared at the Department of State, about ten days before Minister Motley left this country, having been slightly modified at the instance of President Grant himself. They were carefully considered by the Cabinet, to whom they were acceptable and were soon thereafter handed to Mr. Motloy, without further amendment. The only specific instructions to Mr. Motley, as to treaty negotiations, are with reference to naturalization and Consuls, and it is supposed, by this time, he has entered upon that

The National Economic Museum. Some years since Prof. Townsend Glover, Entomologist of the Agricultural Department. conceived the idea of creating a National Economic Museum, and a collection of insects, birds, grains, grasses, wax impressions of perishable fruits, specimens of minerals, fibres, &c., &c., was the result. Besides forming this collection, Prof. Glover has inaugu-rated a system of communication with scien-tific men in all parts of the world for the purf their experience and observation. The object of this museum is not to establish a Government curiosity shop, but, on the conary, it is for purposes of general utility. It is arranged in three grand divisions, as fol 1. The general division, containing the history of every product of the United States.

2. A case to each State to contain samples of products.
3. Economic—to show what different materials can be manufactured from the mineral, vegetable and animal productions of the United States. United States.

The museum is so arranged that when inquiries are made by a visitor or by letter, a reference to sample of the product, material or insect, and from them to the library, will show at once all that is known in reference to it. For example: A few days since a tobaccopyrower called to complain that a peculiar insect injured his plant. He was shown plates exhibiting every insect that infests that product, and immediately singled one from the numbers recognizing it at once as the depredator. He was then at once as the depredator. He was then at once as the depredator. He was then are recognized to the control of the c

shown the insect in all its different degrees of .. FINANCIAL... to ascertain whether a certain insect he had noticed in darge numbers in his vineyards was prejudicial to the grapevine. A similar refer-ence ambrecognition proved it perfectly harms less. Another inquires whether a certain bird injures his crop. Reference to the museum showed it to be insectivorous; and settled the question at once,
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Leave Philadelphia, Foot of Market street.
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1.00 P. M., Passenger, due at 5.37 P. J.
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The ROMAN from Phila. Saturday, June 19, at 10, A.M.
The BAXON from Boston, Wednesday, June 16, at 3 P.M.
The ARIES does not carry passengers.
These Steamships sail punctually, and Freight will be
received every day, a Steamer being always on the borth.
Breight for points beyond Boston sent with despatch.
Freight taken for all points in New England and forwarded as directed. Insurance 2, per cent, at the office.
Ber Freight or Passage (superior accommodations)
apply to HENRY WINSOR & CO.,
338 South Delaware avenue.

Apply 10

My 31

My 31

BHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.

THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST

THROUGH RATES to all points in North and South Carolina via Seaboard Air-Line Railroad, connecting at Portmouth, and to Lynchburg, Ya. Tennessee and the West via Virginia and Tennessee Air-Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE:

The regularity, safety and cheapness of this route

ATES THAN ANY OTHER LINE: The regularity, safety and cheapness of this route mmend it to the public as the most desirable medium rearrying every description of freight. No charge for commission, drayage, or any expense for transfer.
Steamships insure at lowest rates.
Freight received DALLY.
WILLIAM P. CLYDE & CO.
No. 12 South Wharves and Pier No. 1 North Wharves.
W. P. POINTER, Agent attichmond and City Point.
T. F. CROWELL & CO., Agents at Norfolk.

others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth streets, at Chestnut, at half in hour before departure. The Cars of Markot Street Reilway rundirect to West Philadelphia Depot, Chestnut and Walnut within one square. On Sundays, the Market Street Cars will run to connect with the 30 A. M. and 6.45 and 12 P. W. F. FORDWELL & CO., Agents at Norfolk.

DHILADELPHIA AND SOUTHERN
LINES, FROM QUEEN STREET WHARF.
The JUNIATA will sail for NEW ORLEANS, via
HAVANA June 2d.
The TONAWANDA will sail for BAVANNAH on
Saturday, June 19, at 8 c. M.
The TONAWANDA will sail for BAVANNAH on
Saturday, June 19, at 8 c. M.
The TONAWANDA will sail form SAVANNAH on
Saturday, June 12,
The PIONEER will sail for WILMINGTON, N. C., on
Tuesday, June 15, at 8 A. M.
Through bills of lading signed, and passage tickets
sold to all points South and West.
For freight or pussage, apply to
WILLIAM L. JAMES, General Agent,
Lio South Third street.

TON AND BURLINGTON CO., AND PEMBER
TON AND BURLINGTON CO., AND PEMBER
TON AND HIGHTSTOWN RAILEOADS, from Market Street Railway rung
direct to West Philadelphia Depot, Chestant and Will Intent to connect with the 9.30 A. M. and 6.45 and 12 P.
Milling Torm Kensington Depot.
At 7.30 A. M., for Ningara Falls, Bufalo, Dunkirk,
Emirra, Ifinaca, Owego, Rochester, Blinghampton,
Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, &c.
At 7.30 A. M., and 3.30 P. M. Line connects direct
with the runnin leaving Easton for Mauch Chunk, Allien,
town, Bellevia Co., Chesson, Cheston, NYEW EXPRESS LINE TO ALEXAN

dris, Georgetown and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton and the Southwest. Steamers leave regularly from the first wharf above Market street, every Saturday at noon.

Freight received daily. WM. P. CLYDE & CO., No. 12 South Wharves and Pier I North Wharves HYDE & TYLER, Agents at Georgetown.

M. ELDRIDGE & CO., Agents at Alexandria, Va.

M. ELDRIDGE & CO., Agents at decorgetown.

M. ELDRIDGE & CO., Agents at Alexandria, va.

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARTTAN CANAL EXPRESS
DTEAMBOAT GOMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Market street. Philadelphia, and foot of Wall street. New York.
Goods forwarded by all the lines running out of New York—North, East and West—free of Commission.
Freight received and forwarded on accommodating terms.
No. 12 South Delaware avenue, Philadelphia,
JAS. HAND, Agent, No. 119 Wall street, New York.

NOTICE.—FOR NEW YORK, VIA DELSWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES.
The husiness of these lines will be resumed on and after the 19th of March. For freight, which will be taken on accommodating terms, apply to WM. BAIRD & CO.,
No. 123 South Wharves.

FOR LIVERPOOL, WITH DESPATCH.
—The fine first-class British, barque "Matilda Hil-

The fine first-class British, barque "Matilda Hil-yard," Lovitt, Master, having a portion of her cargo en-gaged, will have despatch as above; For balance of freight, apply to PETER WRIGHT & SONS, 115 Walnut

Sity and intermediate points.
WM. P. CLYDE & CO., Agents; Capt. JOHN LAUGH-LIN, Sup't Office, 12 South Wharves, Philadelphia. TOTICE-FOR NEW YORK, VIA DEL ... 132 South Wharves

WANTED-A VESSEL TO BRING A

EXCURSIONS. Campen and atlantic Bailboad.

SUNDAY, TRAINS FOR THE SEASHORE. On and after SUNDAY, June 6, the Mail Train for ATLANTIC CITY

TRAVELERS' GUIDE

checked at their residence by the Union Tra

WEST JERSEY RAILROAD LINES.
For Cape May, Millyllle, Vineland and intermediate ations below Glassboro, at 8.00 A. M. and 3.15 P. M. For Bridgeton, Salem and all way stations at 8.00 A. M. at 3.20 P. M. The Charles of the Saleman and all way stations at 8.00 A. M. 3.20 P. M. The Saleman and A. M. 3.20 P. M. The Saleman at 8.00 A. M. 3.20 and 6.00 P. M. 3.

Woodbury, Glassboro, at 8.00 A. M., 3.30 and 6.00

DHILADELPHIA, WILMINGTON AND BALTIMORE BAILROAD—TIME TABLE. Com-encing MONDAY, May 10th, 1869. Trains will leave epot, corner Broad and Washington avenue, as folreet. FRANCIS FUNK, Agent, 116 Market street. SAMUEL H. WALLACE, Ticket Agent at the Depo Depot, corner Broad and Washington avenue, as follows:

WAY MAIL TRAIN at 8.30 A. M. (Sundays excepted), for Baltimore, stopping at all Regular Stations. Connecting with Delaware Railroad at Wilmington for Crisfield and Intermediate Stations.

EXPRESS TRAIN at 12.00 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville and Havre de Graco. Connects at Wilmington, Werry and Washington, stopping at Wilmington, For Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Blagnolia, Chase's and Stemmer's Run.

NIGHT EXPRESS at 11.30 P. M. (daily) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre de Grace, Perryman's and Magnolia. 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 Dellars in
value. All Baggage exceeding that amount in value will
be at the risk of the owner, unless taken by special contract.

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

Baltimore and Washington, stopping at Wilmington, Parity Williams of General Superintendent. Altoona, Pa. PHILA DELPHIA, GERMANTOWN of Baltimore and Washington, stopping at Chester, Thurlow, Linwood; Claymont, Wilmington, Newport, Stanton, Newark; Elkton, North East, Charlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chaso's and Stemmer's Run.

NIGHT EXPIRESS at 11.39 P. M. (daily) for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre de Grace, Perryman's and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12.60 M. Train.

Passengers for Fortress Monroe and Norfolk will take the 12.60 M. Train.

WILMINGTON TRAINS.—Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia—9,15 A. M., 2, 4.05 minutes, 7 and 1.60 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations. the 12.60 M. Train.
WILMINGTON TRAINS.—Stopping at all Stations
between Philadelphia and Wilmington.
Leave PHILADELPHIA at 11.00 A. M., 2.20,5.00 and
1.60 P. M.\* Theo.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 5.10 A. M. train will not stop between
Chester and Philadelphia. The 7.00 P. M. train from
Wilmington rans daily allother Accommodation Trains
undays excepted.
From BALTIMORE to PHILADELPHIA.—Leaves
Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express.
2.35 P. M.: Express. 7.25 P. M.: Express.
SINDAY TRAIN FROM BALTIMORE.—Leaves
BALTIMORE at 7.25 P. M. Stopping at Magnolia, Perrynan's, Aberdeen, Havre-de-Grace, Perryllac, Charlestown: North-East, Elkton, Newark, Stunton, Newport,
Wilmington, Claymont, Limowod and Chester.
PHILADELPHIA AND BALTIMORE CENTRAL
RAILROAD TRAINS—Stopping at all Stations of Chester Creek and Philadelphia and Baltimore Central Rail103d.
Leave Philadelphia—6, 20, 24, 4 and 7.15 P. M.
The 7.90 A. M., Train will stop at all Stations between
Philadelphia end Lamokin.
A Freight Train with Passenger car attached will
leave Philadelphia daily (Sundays excepted) at 7.00 P. M.
Trains leaving WILMINGTON at 630 A. M., and 4.30 P. M.
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Trains leaving WILMINGTON at 630 A. M., an

" arrives at Lock Haven..... EASTWARD. Mail Train leaves Eric. " arrives at Philadel

OUICKEST TIME ON RECORD.

TON, QUINCY, MILWAUKEE, ST. PAUL, ORAHA, N.T., and all points WEST. NORTHWEST and SOUTH WEST, will be particular to ask for TICKETS TO VIA PAN-HANDLE ROUTE. UNEQUALED advantages of this LINE, be VERY PARTICULAR and ASK FOR TICKETS. WIS PAN-HANDLE, at TICKET OF FICES. N. W. CORNER NINTH and CHESTNUT Sts. No. 16 MARKET STREET, bet. Second and Front sis., No. 16 MARKET STREET, bet. Second and Front sis., and THIRTY-FIRST and MARKET sts., West Phila. B. F. SCULL, General Ticket Agent, Pittsburgh. JOHN H. BILLER, General Eastern Agent, 226 Broadway, N. Y. 

TOR NEW YORK THE CAMDEN
AND AMBOY and PHILADELPHIA AND
TRENTON, RAILHOAD COMPANY'S LINES, from
Philadelphia to New York, and way places, from Walnut street wharf.
At 6.30 A. M., via Camden and Annboy, Accom. 92 25:
At 8.4 A. M., via Camden and Jersey City Ex. Mail, 300
At 2.00 P. M., via Camden and Amboy Express,
At 6.7 M. for Amboy and intermediate stations.
At 6.20 and 8 A. M., and 2 P. M., for Freehold.
At 2.00 P. M., for Long Branch and Points on R. & D. B.

At 8.4 M. of M. 8.2 Sangle 2.2 M. DEADING RAILROAD. - GREAT MORNING ACCOMMODATION.—At 7.80 A. M. for Reading and all intermediate Stations, and Allentown:
Returning, leaves Reading at 5.30 P. M., arriving in
Philadelphia at 9.15 P. M.
MOINING EXPRESS.—At 8.15 A. M. for Reading. 

B. R. A. A. M., 2, 3.30 and 4.30 P. M., for Trenton. At 8 and 10 A. M., 1, 2, 3.30, 4.30, 6 and 11.30 P. M., for Bordentown, Florence, Burlington, Beverly and Do

MOUNING EXPRESS.—At 8.15 A. M. for Residing, Lebanon. Harrisburg, Pottsville, Pine Grove, Tamaquay, Sunbury, Williamsport, Elmira, Rochestor, Niagara, Falls, Buffalo, Wilkesburre, Pittston, York, Carlislo, Chambersburg, Hagerstown, &c.

The 7.30 A. M. train connects at Reading with the Rast remssylvania Railroad trains for Allentown, &c., and the 8.15 A. M. train connects with the Lebanoir Valley train for Harrisburg, &c.; at Port Clinton with Catawissa R. R. trains for Williamsport, Lock Haven, Elmira, &c.; at Harrisburg, with Northern Central, Cumberland, Valle, ley, and Schuylkill and Susquehaina trains for North-umberland, Williamsport, York, Chambersburg, Pinegrova, &c.

AFTERNOON EXPRESS.—Leaves Philadelphia at 3.30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c.

POTTSTOWN ACCOMMODATION—Leaves Pottstown at 6.25 A. M., 5topping at the intermediate stations; arrives in Philadelphia at 440 A. M. Returning Leaves arrives in Philadelphía at 8.40 A. M. Returning leaves Philadelphía at 4.30 P. M.; arrives in Pottstown; at 6.40 P. M.; BEADING ACCOMMODATION.—Leaves Reading at 7.50 A. M. stopping at all way stations; arrives in Philadelphia at 10.15 A. M.; Returning, leaves Philadelphia at 5.15 P. M.; arrives in Reading at 8.05 P. M.

Returning, leaves Philadelphia at 5.15 P. M.; arrives in Reading at 8.05 P. M.

Trains for Philadelphia leave Harrisburg at 8.10 A. M., and Pottsville at 2.45 P. M.; arriving in Philadelphia at 1.00 P. M. Afternoon trains leave Harrisburg at 2.95 P. M., and Pottsville at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M. attriburg at 2.45 P. M.; arriving at Philadelphia at 6.45 P. M. Connecting at Reading with Afternoon Accommodation south at 6.30 P. M., arriving in Philadelphia at 9.15 P. M. attached, leaves Philadelphia at 12.45 noon for Pottsville and all Way Stations; leaves Pottsville at 7.30 A. M., for Philadelphia and all Way Stations.

All the above trains run dally, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3.15 P. M.; leave Philadelphia for Reading at 8.00 A. M., returning from Reading at 4.25 P. M.

CHESTER VALLEY RALLBOAD.—Passengers for Downingtown and intermediate points take the 7.50 A. M., in, 12.45 and 4.30 P. M., trains from Philadelphia, returning from Downingtown at 6.10 A. M., 1.00 P. M.; and 5.45 P. M.; PERKIOMEN RALLBOAD.—Passengers for Skippack ing from Downingtown at 6.10 A. M., 1.00 P. M., and 5.45 P. M. From Downingtown at 6.10 A. M., 1.00 P. M., and 5.45 P. M. Francisco P. M. Stage lines for Philadelphia, returning from Skippack at 8.15 A. M., 1.00 and 6.15 P. M. Stage lines for various points in Perkiomen Valley conserved with the stage lines for various points in Perkiomen Valley conserved W. Olike K. C. W. Stage lines for various points in Perkiomen Valley conserved W. Olike K. K. P. E. S. For P. T. T. SBUIRGH AND THE WEST.—Leaves New York at 9.00 A. M., 1.60 and 10.19 P. M., and connects at Harrisburg with. Pennsylvania and Northern Central Radirozal Express Trains. for Pittsburgh, and connects at Harrisburg with. Pennsylvania and Northern Central Radirozal Express Trains. Fittsburgh, at 2.52 and 5.20 A. M. and 10.55 P. M., passing Reading at 4.30 and 7.05 A. M. and 10.55 P. M., passing Reading at 4.30 and 7.05 A. M. and 10.55 P. M., passing Reading at 4.30 and 7.05 A. M. and 10.50 P. M., arriving at New York 11.00 and 12.20 P. M. arriving at New York 11.00 and 12.20 P. M. and 5.00 P. M. Sleeping Cars accompany these trains through between Jersey City and Fittsburgh, without change.

Mail train for New York Icaves Harrisburg at 8.10 A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 22 Noon.

diato Stations
CAMDEN AND BURLINGTON CO. AND PEMBER
TON AND HIGHTSTOWN RAILEOADS, from Marlet street Ferry (Upper Side.).
At 7 and 10 A. M. 1, 2, 18, 3, 30, 6, 6, 6, 50 P. M. for Merchantsville, Moorestown, Hartford. Masonville, Hainsport,
Mont Holly, Smithville, Ewansville, Vincentown,
Birmingham and Pemberton.
At 7 A. M. 1 and 3, 30 P. M. for Lewistown, Wrightstown: Cookstown, New Egypt; Hornerstown, Cream
Ridge, Imlaystown, Sharon and Hightstown,
Fifity pounds of Bagage only allowed each Passenger.
Fifity pounds for Bagage checked direct through to
Boston, Worcester, Springfield, Hartford, New Haven
From Streets, Rochester, Buffalo, Niagara Falls and
Euspension Bridge.
An additional Ticket office is located at No. 828 Chestnut street, where tickets to New York, and all important points North and East, may be procured. Persons
purchasing Tickets at this Office, can have their baggage checked from residences or hotel to destination, by
Union Transfer Bagage Express.

Lines from New York for Philadelphia will leave from
foot of Cortland street at 1,00 and 4,0 P. M., via Jersey
City and Camden. At 6,30 P. M., via Jersey City and
Kensington. At 7, and 10 A. M., 12,3,5 and 9 P. M., and
La Night, via Jersey City and West Philadelphia.

From Pier No. 1, N. Biver, at 6,30 A. M. Accommodation and 2 P. M. Express, vi Mail train for New York leaves Harrisburg at 8.10. A. M. and 2.05 P. M. Mail train for Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD—Trains leave Potreville at 6.46, 11.30 A. M. and 6.40 P. M., returning from Famaque at 8.25 A. M. and 2.15 and 4.35 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD—Trains leave Auburn at 7.55 A. M. for Pinegrove and Harrisburg; and at 12.15 P. M. for Pinegrove and Tremont, returning from Harrisburg at 3.30 P. M., and from Tremont at 7.40 A. M. and 5.35 P. M.

TICKETS—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Exentsion Tickets from Philadelphia to Beading and Intermediate Stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown Accommodation Trains at reduced rates.

Exentsion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Fottstown Accommodation Trains at reduced rates. ing and Pottstown Accommodation Trains at reduced ates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

Commutation Tickets, at 25 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2,000 miles, between all points at \$62.00 each for families and firms.

Season Tickets, for three, six, nine or twelve months, for holders only, to all points, at reduced rates.

Clergymen residing on the line of the road will be furnished, with certis, entiting themselves and wives to for holders only to all points, at reduced rates.
Clergymen residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.

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

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

Freight Traips-leave Philadelphia daily at 4.30 A. M., 12.45 noon, 3.00 and 6.00 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. yond.

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.

BAGGAGE.

Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at. No. 225 South Fourth street, or at the Depot, Thirteenth and Callowhill streets. 

 On and after TUESDAY, June 1st, 1859, Passenger Trains leave the Depot, corner of Berks and American streets, daily (Sundays excepted), as follows:
 6.46 A. M. Accommodation for Fort Washington. At 7.45 A. M. —Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Buthlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk; Weatherly, Jeanesville, Hazleton, White Haven, Wilkesbarre, Kingston, Pittston, Tunkhannock, and all points in Lehigh and Wyoming Valleys; also, in connection with Lehigh and Myoming Valleys; also, in connection with Lehigh and Myoming Valleys; also, in connection with Catawissa Railroad for Rupert, Danville, Milton and Williamsport. Arrive at Mauch Chunk at 12 M. at Wilkesbarre at 250 P.M., at Mahanoy City at 1.50 P.M. At 8.46 A. M.—Accommodation for Doylestown; stopping at all intermediate Stations. Passengers for Willow Grove, Hatboro' and Hartsville, by this train, take Stage at Old York Road.
 9.45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, White Hawen, Wilkesbarre, Pittston, Scranton and Carbondale via Lehigh and Susquehanna Railroad, also to Easton and points on Morris and Essex Railroad to New York via Lehigh ValleyRailroad. At 10.46 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.
 1.15, 3.15, 5.20 and 8 P. M.—Accommodation to Abington, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Pittston, Scranton, and Wyoming Coal Regions.
 At 2.46 P. M.—Lehigh Valley Express for Bethlehem, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Pittston, Scranton, and Wyoming Coal Regions.
 At 2.46 P. M.—Accommodation for Doylestown, stop-Regions.
At 2.45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 4.15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations.
At 5.00 P. M.—Through for Bethlehem, connecting at Bethlehem with Lehigh Valley Evening Train for Easton, Allentown, Mauch Chunk.
At 6.20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations. at all intermediate stations.

At 11.30 P. M.—Accommodation for Fort Washington,
TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2.10, 4.45 and 8.25 P. M.
2.10 P. M., 445 P. M. and 8.25 P. M. Trains make direct
connection with Lehigh Valley or Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahanoy City and Hazleton.

From Doylestown at 8.25 A.M., 4.55 P. M. and 7.05 P. M.

From Lansdale at 7.50 A. M.

From Fort Washington at 9.20 and 10.35 A. M. and 3.10

P. M.

P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Philadelphia for Abington at 7 P. M.

Doylestown for Philadelphia at 4.00 P. M.
Bethlehem for Philadelphia at 4.00 P. M.
Abington for Philadelphia at 8 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new Depot. Fifth and Sixth Streets Passenger caus convey passengers to and from the new Depot.
White cars of Second and Third Streets Line and Union Line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office, in order to secure the lowest rates of fare.
ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points, at Mann's North Penu. Baggage Express office, No. 108 South Fifth street.
June 1st, 1869.

WEST CHESTER AND PHILADEL-and after MONDAY, April 12, 1869, Trains will leave as and after MONDAY, April 12, 1869, Trains will leave as follows:
follows:
Leave Philadelphia, from New Depot, Thirty-first and Chestnut streets, 7, 25 A. M., 9, 30 A. M., 230 P. M., 4.15
P. M., 4.36 P. M., 7, 16 P. M., 11, 30 P. M.
Leave West Chester, from Depot, on East Market street, 6.25 A. M., 7, 25 A. M., 7, 40 A. M., 10, 10 A. M., 1, 55
P. M., 4.50 P. M., 6.45 P. M.,
Leave Philadelphia for B. O. Junction and Intermediate Points, at 12, 30 P. M. and 5.45. Leave B. G. Junction for Philadelphia at 4.30 A. M. and 1.45 P. M.
Train leaving West Chester at 7.40 A. M. will stop at B. C. Junction, tomic, Glen Riddle and Media; leaving:
Philadelphia at 4.35 P. M., will stop at B. C. Junction, and Media; leaving:
Philadelphia at 4.35 P. M., will stop at R. C. Junction and Media only. Phissengers to or from stations between.
West Chester and B. C. Junction going East, will taketrain leaving West Chester at 7.25 A. M., and car will be attached to Local Train at Media.
The Depot in Philadelphia at 4.35 P. M., and car will be attached to Local Train at Media.
The Depot in Philadelphia is reached directly by the Chestent and Walmut street cars. Those of the Market street line run within one square. The cars of both linesconnect with each train upon its striat.

ON SUNDAYS.—Leave Philadelphia at 7.45 A. M. and
4.45 P. M.
Leave West Chester for Philadelphia at 7.45 A. M. and Leave West Chestes for A. A. 4.5 P. M.
Leave B. O. Junction for Philadelphia at 5.00 A. M.
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PHILADELPHIA, April 1st, 1869. PHILADELPHIA, April 1st, 1869.

TAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD, to Wilkesbarre, Mahanoy City, Mount Carmel, Centrain, and all points on Lehigh Yulley Railroad and its branches.

By new arrangements, perfected this say, this road is enabled to give increased despatch: to merchandise consigned to the above-named points.

Goods delivered at the Through Freight Depot, Before 5 P. M., will reach Wilkesbarre, Mount Carmel, Mahanoy City, and the other stations in Mahanoy and Wyoming valleys before 11 A. M., the succeeding day, ELLIS CLARK Agent,