A. The Mississippi Steamboat Disaster. Sr. Louis, Oct. 28, Evening, --Mr. Phelps, a manter of Shreveport, Louisiana, has arrived from the wreckof the Stonewall, and furnishes owing brief particulars, of the terribl disaster to that boat. The boat caught fire at 6.50 on Wednesday evening, at a point a little below Neely's Landing, one hundred and twenty-five miles below St. Louis, from a candle which the deck passengers had near some All plaster of the backney carriages, and directing the plaster of the leage run on a grave bar, the plot supposing that he passengers for old wade ashoe on the bar, the was that he larger run on a grave bar, the plot supposing that he passengers for old wade ashoe on the larger run on a grave bar, the plot was that he larger run on the bar, was find the observance of the leage run on the bar was find the observance of the leage run on the bar was find the observance of the leage run on the bar was find the was that he larger run on the bar was find the observance of the leage run on the bar was find of the bar was find the observance of the leage run on the bar was find the observance of the leage run on the bar was find the observance of the leage run on the bar was find the observance of the leage run on the bar was find to observance of the leage run on the bar was find to observance of the leage run on the bar was find to observance of the leage run on the bar was find of the bar was find of the bar was find the observance of the leage run on the bar was find of the bar was find of the bar was find of the bar was find the observance of the leage run of the leage run of the bar was find of the bar was find of the bar was find the observance of the leage run The steamer was hay while playing cards. indext and fifty-two passengers and crew, only thirty are known to be saved. The last seen of Captain Scott, he was floating down stream' on a log. The people at Neely's saw the light, and hastened to assist. One man rescued sixteen persons with a skiff, and had for thave been for his help, all would have been lost. A gentleman from Taducah, Kentucky, swam ashore with a lady, and at her entreaty, re-ta lady, and be a secolution entitled a resolution is proving the sureties of the was grasped by a drowning man, and was compelled to shake him off. One man was nave been tost. Feducah, Kentucky, swam

DISASTERS.

the dear on reaching shore. Captain Dahuy, of Receiver of Taxes elect, and City Common Pleas on Sinerceport, Louisiana, was saved. There were siner elect. The Court of Common Pleas on the 16th instant decided that those whose sure ties you have by these resolutions approved, song the plot, and the carpenter, were the only ones of the crew saved. The boat was owned by Captain John Shaw and Dennis Long, the matter was eminently proper, as the latter was eminently proper, as the latter was eminently proper, as the strength of the first language at \$45,000. tter in Louisville, and was valued at \$45,000,

CITICAGO, Oct. 28.—A special despatch from

scene during the fire, and picked from the ater all that are known to be saved. The pilot, engineer, stoker, carpenter and forty-four passengers are known to be saved. Strong denvered the opimion of the Court, say-ing emphatically that the writ of certiorari 39. Total officers, teachers and scholars con-The captain, clerk and other officers and many issued out of the Supreme Court operated as a nected with the school, 710. passengers were lost. All the books and papers of the boat were lost, as were all the cattle and tions would be, therefore, either nugatory, with-of the Gray Reserves yesterday, at the residence other freight. Many persons died after reach- out any effect, or embarrassing in having a ten- of Hon. Adolph E. Borie, and was presented yomen and shildren were lost, nearly, if not litigation. It is not prudent nor safe to ap- to their encampment at Cape May, N. J., in

drowned and none were hurned. Of eleven women on board but three were saved. But one yawl was seen, and that was taken

the boat known to be saved are George W. Fulton, chief engineer; Edward Fulkrod, pi-lot, and E. P. Watson, carpenter. Monroe Van-dervoort, the stoker, and Charles Williams and John Churchman, deck hands, were also saved. Of three ladies on board, only one. Mrs John Churchman, deck hands, were also saved. Of three ladies on board, only one, Mrs. Oregg, was saved. The scene on board was heart-rending in the extreme. The flames spread with wonderful rapidity under the ac-tion of the bigh wind, and the passengers in mild the methodist Episcopal Church in Philadel-phia, took place last evening at the Academy of Music. Long before the commencement of the avereises the building was crowded in all the avereises the building the avereises the avereises the building the avereises the avereises the avereises the building the avereises the building the avereises the avereises the averei

attempted to swim ashore, but coming in conact with a number of mules, swam to and

eleven o'clock last night has been received. CAIRO, Illinois, Oct. 28.—The following-

-CITY BULLETIN.

hundied tons of freight, including two hun-hundied tons of freight, including two hunhundred tons of freight, including two hun-dred and seventy head of horses and mules, which were insured. Capt. Shaw had stopped off this trip, and Captain Tom. Scott was in ssued removing the whole records for the materially increased in membership and usefinal decision by the Supreme Court. Of this I was on the same day (namely, the 19th.) on which the resolutions was delivered with the resolutions was delivered with the resolutions was delivered to be a superior of the same delivered to be same delivered to be a superior of the same delive

Strong delivered the opinion of the Court, say-

lutions returned to you

overboard in a mass, and drowned each other parts. The platform was arranged for the ac- Locust street, above Fifteenth, last night. in desperate struggles to free themselves. Others would jump overhoard, whirl round in Forever. Arr. Fulton jumped overboard and a term of attempted to swim ashore, but coming in contact with a number of nucles, swant to and learned the steam-pipe find. Steed, St. John's, Kenstman, Twelfth, Street, St. John's, Kenstman, Street, Cather Street, Steed Street, State and Street, Cather Street, Steed Street, S Hancock Street, Sanctuary, Twelfth Street, Sixteenth Street, Nineteenth Street, Taber-

Lovegrove, has submitted to the Mayor a re-lican principles while in that body. There is out of the operations of the Department for not a true Republican in the county but should, -City Councils held a stated meeting yester day afternoon. Select Branch.-Mr. Hookey submitted a esolution requesting the reappointment of atrick Carrigan, John Riley and John irond, three policement lately discharged. Ret

compelled to shake him off. One man was taken from the wreck so badly burned, that he died on reaching shore. Captain Dandy, of Receiver of Taxes elect, and City Commis-the United States." The total earnings of the the United States." The total earnings of the the United States."

necessary preliminary to their entering upon its forty-fourth anniversary last evening. The exercises consisted of singing and recitations, and an address by the Rev. Dr. Newton. The Carbondale, 10., says that the steamer Stone-wall, which left St. Louis on Thesday evening for New Orleans heavily laden with massen-

which the resolutions were delivered to me for wall, which left St. Louis on Thesday evening for New Orleaus, heavily laden with passen-gers, horses, mules, hay and other freight, was lost last night, near Neely's landing, and was lost last night, near Neely's landing, and was lost as an use seened to the water's edge. When the fire broke out, every effort was made to land, but the boat was so heavily laden that she could not be brought nearer than one hundred yards of the shore, and great confusion and terror prevailed. There were about two hundred abin and deck passengers aboard, a large number of whom were women and children. The fameds-spread with great rapidity, and scores of men jumped into the water and at tempted to reach the shore by swimming, but nearly all these were lost. The steamer Belto Memphis, on her way to St. Louis, reached the Scores during the fire, and picked from the scores during the fire, and picked from the score during the search were during the scored the score during the search were during the scored the score during the search were during the scored the score during the fire, and picked from the score during the search were during the fire, and picked from the score during the fire, and picked from the score during the fire, and picked from the score during the search were during the score during the fire, and picked from the score during the sc

-President Grant was visited by the officers shore from exposure. All of the dency to promote further and unnecessary with a gold medal, commemorative of his visit reasons I invite your consideration of the two speech, he said : "Gentlemen, I thank you for oc2 a turthamrps This compliment, and for this delig On the question whether the resolution should My old friend, Mr. Borie, does not wish to hear be passed, notwithstanding the veto of the a speech, and I do not wish to make one. I

eleven women on board but three were saved. But one yawl was seen, and that was taken possession of by some deck passengers. No other life-boat or life-preservers were seen. The boat grounded two hundred and fifty about two hundred and fifty souls, about fifty only of whom were saved. Sr. Lotus, Oct. 28—Midnight.—George W, Fulton, chief engineer of the Stonewall,arrived here on the Belle Menphis, and gives some further particulars. Sixteen persons were sawa ashore, and these are all out of the two hundred and fifty to two hundred and sixtyon there on the Belle Menphis, and gives some further particulars. Sixteen persons were swam ashore, and these are all out of the two hundred and fifty to two hundred and sixtyon here on the Belle Menphis, and gives some further particulars. Sixteen persons were tainty. A man named Bennett was picked up, tainty. A man named Bennett was -The case of Daniel Redding, charged with Martin Martin Was concluded One case French Wool Poplins, 62%. One case French Wool Poplins, 62%.

wild terror crowded the forecastle until forced the exercises the building was crowded in all was serenaded by Beck's Band, at his residence,

NEW JERSEY MATTERS. in desperate struggies to whirl round in Others would jump overboard, whirl round in the swift current for an instant, and disappear forever. Mr. Fulton jumped overboard and forever. Mr. Fulton jumped overboard and Fifth Street, St. John's, Kensington, Siloam, Fifth Street, St. george's, City Council of CAMDEN.—This body held a stated meeting at 4 o'dock yesterday afternoon. But little business of importance of the following churches: St. George's, New Street, St. George's, City Council of CAMDEN.—This body held a stated meeting at 4 o'dock yesterday afternoon. But little business of importance was transacted. The report of the Finance

great pleasure in being permitted to participate in the exercises, and wished the Sunday-school issues between the Republican and Democratic CAINO, Illinois, Oct. 28.—The following passengers are known to have been saved from the Stonewall, furnished by W. A. Cook, of Texas, who was a passenger on the stonewall, furnished by W. A. Cook, of Texas, who was a passenger on the Stonewall, furnished by W. A. Cook, of Texas, Who was a passenger on the Stonewall, furnished by W. A. B. Breuy, J. Swan, Dr. Jones, of New Or, J. N. Stewart, J. Conway, Mike Kinley and hooried by the invitation you have the kindness of sending me for the Anial Jubile chas is preparing in Phillips, of Shreveport, La.; J. Connars, Jar, Griffin, John Pierce, Demuis Moriarty, Dr. W. A. Washburn, Dr. S. B. Jones, T. H. Carroli, J. H. Lyon, Second Engineer. There were two handred. There were two handred. There were two handred. There were two handred. There were two handred and fifty-eight persons on the Stonewall, fucluding the crew, and only thirty-eight are known to have been saved. cause in this city and throughout the world candidates. The Republican are working

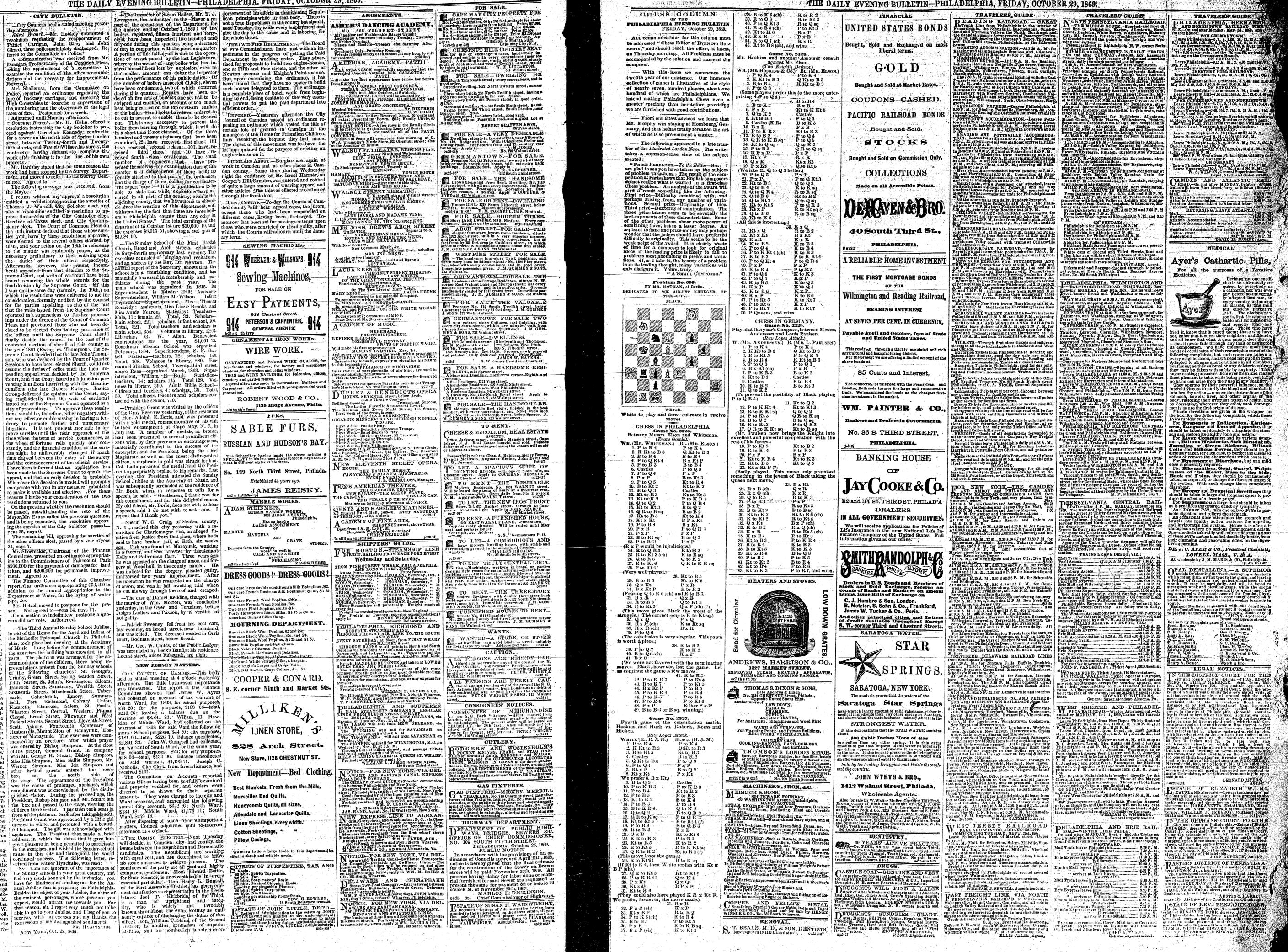
+ The Inspector of Steam Bollers, Mr. T. J. | dorsement of his efforts in maintaining Repub- | next Tuesday, lay aside every employment and give the day to the cause and in laboring for he whole ticket. THE PAID FIRE DEPARTMENT .- The Board

AMUSEMENTS.

THE DAILY EVENING BULLETIN-PHILADELPHIA. FRIDAY. OCTOBER 29, 1869.



Pillow Casings. We mean to do a large trade in this departmentiby



TRANSPORT OF THE CONTRACT OF A TRANSPORT OF THE POST O THE DAILY EVENING BUILLETIN-PHILADELPHIA, FRIDAY, OCTOBER 29, 1869:

TRAVELERS, GUIDE EADING RAILBOAD. - GREAT RyTrunk Line from Philadelphia to the interior of Pennsylvania, the Schrylkill, Susquehanna, Cumber-iand and Wyoming Valleys, the North, Northwest and the Canadas, Summer Arrangement of Passenger Trains, July 12, 1869, Jeaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following and Callowhill streets, Philadelphia, at the following bours: MORNING ACCOMMODATION.—At7.50 A. M. for Reading and all intermediste Stations, and Allentown. Returning, leaves Reading at 6.50 P. M., arriving in Philadelphin at 9.15 P. M. Statistic, arriving in MORNING EXPRESS.—At8.16 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamagua, Sundury, Williamport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pitzkon, York, Oarligle, Chambersburg, Hacrestown, &c. The 7.30 A. M. train connects at Reading with the East Fennsylvania Ballroad trains for Allentown, &c., and the 8.15 A. M. train connects with the Lebanon Valley train for Harrisburg, e.; at Port Clinton with Catawissa B. R. trains for Williamsport, Lock Haven, Elmire, &c.; at Harrisburg with Northern Central, Cumberland Yel-ley, and Schwykill and Susquehasns trains for North-umberland, Williamsport, York, Chambershurg, Pinge AFTERNOON EXPRESS.—Deaves Philadelphia at 3.30 P. M. for Reading, Pottaville, Harrisburg, &c., con-necting with Beading and Columbia Railroad trains for WN ACCOMMODATION .- Leaves Potta-5.26 A. M., stopping at the intermediate stations; n Philadelphia at 8.40 A. M., Returning leaves phia at 4.50 P. M.; arrives in Pottstown at 6.40 Philadelphis at 4.50 P. M.; arrives in Pottstown at 6.40 P.M. READING AND POTTSVILLE ACCOMMODA-TION-Leaves Pottsville at 5.40 A. M.; and Reading at 200 J. M., stopping ut all way stations; arrives in Phila-celphia at 10.16 A. M.; and at Pottsville at 9.40 P. M. Returning, leave Philadelphis at 5.15 P. M.; arrives in Reading at 8.00 P. M.; and at Pottsville at 9.40 P. M. Trains for Philadelphis leave Harrisburg at 5.10 A. M., and Pottsville at 2.46 P. M.; arriving at 5.10 A. M.; and Pottsville at 2.46 P. M.; arriving at 7.10 P. M., and Pottsville at 2.46 P. M.; arriving at 7.15 A. M.; and Harrisburg at 4.10 P. M. Connecting at Read-ing with Afternoon charten leaves Heading at 7.15 A. M.; and Harrisburg at 4.30 P. M. Connecting at Head-ing with Afternoon Accommodation south at 6.30 P. M., a at 6.45 P.M. Tisburg Accommodation leaves Beading at 7.15 A. dd Harrisburg at 4.10 P. M. Connecting at Bead-th Afternoon Accommodation south at 6.30 P. M., ng in Philáelphia at 9.15 P. M. Ket train, with a Passenger car attached, leaves leiphia at 12.45 noon for Pottsville and all Way ns; leaves Fottsville at 5.40 A. M., connecting at ng with accommodation train for Philadelphia and ng With accommodation train for Philadelphia and ng With accommodation train for Philadelphia and N Edatos. Alling with accommodation train for A measurements of the shore trains run daily, Sundays excepted. All the above trains run daily, Sundays excepted. Sunday trains leave Hottsville at 8 A. M., and Phila-leiphia at 3.5 P. M.; leave Philadelphia for Beading at 106 A. M., returning from Reading at 4.25 P. M. OHESTEB VALLEY BAILEOAD.-Passengers for Downingtown and intermediate points take the 7.50 A. M.; 12.46 and 4.20 P. M. trains from Philadelphia, return-ing from Downingtown at 6.10 A. M., 1.00 P. M.; and 5.45 P.M.

Without change. Without change. Mail train for New York leaves Harrisburg at 8.10 A. Mail train for New York leaves Harrisburg feaves New York at 12 Noon. BCHUYLKILL VALLEY RAILBOAD—Trains leaves Potteville at 6.30 and 11.30 A.M. and 6.50 P.M. returning from Tamaquaat 33 A.M. and 2.15 and 4.50 P.M. BCHUYLKILL AND SUSQUEHANNA RAILROAD —Trains leave Auburn at 8.56 A.M. and 3.30 P. M. for Pinegrove and Harrisburg, and at 12.10 noon for Pine-grove and Tremont; returning from Harrisburg at 7.33 and 11.50 A.M., and from Tremont at 6.45 A.M. and 5.05; P.M. P. M. TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. and CAnada. Excursion Tickets from Philadelphia to Beacing and Intermediate Stations, good for day only, are sold by Morning Accommodation, Market Train, Beading and Potistown Accommodation Trains at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Read-ing and Potistown Accommodation Trains at reduced rates. rates. The following tickets are obtainable only at the Office of 5. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or of G. A. Nicolis, General Superinten-dent, Reading. dent, Reading. Commutation Tickets, at 25 per cent. discount, between sny points desired, for families and firms. Mileage Tickets, good for 2,000 miles, between all points at 852 50 each for tamilies and firms. Beason Tickets, for three, six, nine or twelve months, or belder active to ell solute at acdroad rates

Iders only, to all points, at reduced rates. gymen residing on the line of the road will be fur-l with cards, entitling themselves and wives to Glergymen residing on the line of the road will be fur-nished with cards, entitling themselves and wives to tlekets at half fare Excursion Tickets from Philadelphia to principal sta-tions, good for Saturday, Sunday and Monday, at re-duced fare, to be had only at the Ticket Office, at Thir-teenth and Callow bill streets. teenth 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 Trains leave Fhiladelphia daily at 4.35 A. M., **B**.45 noon, 5.00 and 7.15 P. H., for Beading, Lebanon, Harrisburg, Potsrille, Port Clinton, and all peints be-

To others, Sundays excepted. For Lines leaving Kensington Depot, take the cars on Ahrid or Fifth strets, at Chestnut, at half an hour be-fore departure. The Cars of Market Street Railway run direct to. West Philadelphia Depot, Chestnut and Walnut within one square. On Sandays, the Market Street Cars will run to connect with the 9.30 A. M. and 8 and 12 P. M lines BELVIDERE DELAWARE BAILBOAD LINES From Kensington Depot. At 7.30 A. M., for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binchampton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, &c. At 7.30 A. M. and 3.30 P. M. for Scranton, Stronds-burg, Water Gap, Belvidere, Easton, Lambertvillo, Flemington, &c. The 3.30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk-Allen-tars. The Property and Stations, Straume, Great Bend, Montrose, Wilkesbarry, Wievy Monntain, Cc., Status, Stations, Strauton, Straut

TRAVELERS' GUIDE I PENNSYLVANIA RAILROAD THE MIDDLE ROUTS - Shortest and most d be to Bethlehem, Easton, Allentown, Mauc Hazleton, White Hayen, Wilkesbarrs, Hahano U, Garmel, Pittstan Humanaki Hahano Traing coal regions public and the points in the Lenigh and wyo-ming coal regions Palladelphia, N. W. corner Borks and American streets. SUMMER ARBANGEMENT, IS DAILY TRAINS, -On and after, TUESDAY, June lit, 1639, Passenger Trains leave the Depot, corner of Berks and American atternt, addity, Namuska eccented), as follows: tions on North Pennsylvania Railroad Bethichem with Lehigh Valley Railroad , Catasaugua, Slatington, Mauch Chunk anesville, Hazleton, White Haven, Wilkes

Weatherlo was, Calusaudus, Daalington, Ranch Onnus, Weatherlo Vas, Calusaudus, Daalington, Ranch Onnus, In Lehigh and Wayoming Valleys, also, in connection with Lehigh and Wahanoy Heilroad for Mahamoy City, and with Calawissa Hailroad for Buper, Danville, Mil-tonend Williamsport. Arrive at Maanch Chunk at 12 M., at Wilkerbarre at 200 F. M., Mahamoy City at L30 F.M. At 8.45 A. M.-Accommodation for Doylestown, stop-ping at all intermediate Histoins. Passengers for Wil-brage old York Road. 9.45 A. M. (Express) for Bethlehem, Allontowne Mauch Chunk, White Haven, Wilkesbarre, Pittston, Reinon and Carbondale via Lehigh and Susquehanna Railroad, and Allentown and Easton, and points on New Jersey Contral Baliroad and Morrisand Esser Railroad to New York via Lehigh ValleyRailroad. At 10.45 A. M.-Accommodation for Fort Washington. At 10.45 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations. 11.6, 3.15.5.20 and 8 P. M.—Accommodation to Abington. At 1.46 P. M.—Lehigh Valley Express for Bethlehem, Easton, Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Pitiston, Scranton, and Wyoming Coal Regions. At 2.46 P. M.—Accommodation for Doylestown, stop-nics at all intermediate stations. At 2.60 P. M.-Accommodat ping at all intermediate static At 3.15 P. M.-Accommodat ping at all intermediate static At 5.00 P. M.-Through for Bethlehem. with Dehigh Va. Easton. Allentown, Mauch Ch At 6.20 P. M.-Accommodati at all intermediate stations. ion for Doylestown, stopfor Bethlehem, connecting a Valley Evening Train fo for Lansdale, stopping at all intermediate stations. At 11.80 P M - Accommodation for Fort Washington. TRAINS ARRIVE IN PHILADELPHIA. From Bethleherm at 9 A. M., 210, 444 and 825 P. M. 210 P. M., 445 F. M. and 825 P. M. Treins make direct connection with Lebigh Valley or Lehigh and Susque hanna trains from Easton, Scrathen. Wilkesbarre, Ma-hanoy City and Hazleton. From Doylestown at 8.25 A. M., 455 P. M. and 7.05 P. M

From Langende at 7.30 A. M. From Langende at 7.30 A. M. 4.55 P. M. and 7.05 P. M. From Langende at 7.30 A. M. From Langende at 7.30 A. M. ington at 9.20 and 10.56 A. M. and 3.10 P. M. Philadelphia for Bethlehem at 9.30 Å. M. Philadelphia for Doylestown at 2.00 P: M.

DHILADELPHIA, WILMINGTON AND — BALTIMOBE RAILROAD—TIME TABLE. Com-mencing MONDAY, May 10th, 1869. Trains will leave Depot. corner Broad and Washington avenue, as fol-lows: corner Broad and Washington avenue, as fol-lows: MAIL TRAIN at 8.30 A. M. (Sundays excepted), for Baltimore, stopping stall Begular. Stations. Com-necting with Delawars Railroad at Wilmington for Crisfield and Intermediate Stations. — EX PRESS TRAIN at 12.00 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville and Havre de Grace. Connects at Wilmington, for Baltimore and Washington, (Sundays excepted), for Baltimore and Washington, Konging at Chester, EXPRESS TRAIN at 4.00 P. M. (Sundays excepted), for Baltimore and Washington, Stopping at Chester, EXPRESS TRAIN at 400 P. m. (Sundays excepted), for Baltimore and Washington, storping at Chester, Thurlow, Linwood, Claymont, Wilaington, Newport, Stanton, Newark, Elkton, North East, Oharlestown, Perryville, Havre de Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Ohase's and Stemmer's Run. NIGHT EXPRESS at 11.30 P. M. (daliy) for Baltimore and Washington, stopping at Chester, Thurlow, Lin-wood, Olaymont, Wilnington, Newark, Elkton, North East, Perryville, Havre de Grace, Perryman's and Mag-rolio

East, Perryville, Havrede Grace, Perryman's and Mag-nolia. —Passengers for Fortress Monroe and Norfolk will take the 12.00 M. Train. WILMINGTON TRAINS.—Storping at all Stations Leave PHILADELPHIA at 11.00 A. M., 230;5.00 and 5.00 P. M. Theo.00 P. M. train connects with Delaware the stations of the statistic stations. Leave VILMINGTON 5.00 A. M., 130, 4.15 and 7.00 P. M. Theo.00 P. M. train will not stop between I.eave WILMINGTON 5.00 and 5.10 A. M., 130, 4.15 and 7.00 P. M. The 5.10 A. M. train will not stop between the statistic statistic statistic statistic statistic Sunday excepted. From BALTIMORE to PHILADELPHIA.—Leaves Baltimore 7.25 A. M., Way Mail. 9.35 A. M., Express. SUNDAY TRAIN FROM BALTIMORE. -Leaves Baltimore 7.25 A. M., Stopping at Magnolia, Per-ryman's, Aberdeen, Havrede Grace, Perryville, Charles-torn, North-East, Elkton, Newark, Stanton, Newgort, Baltimore, Claymont, Linwood and Chester. — THILADELPHIA AND BALTIMORE de Netter. Baltimore, Claymont, Linwood and Chester. Baltimore Distatistic statistic statistic statistics on the Baltimore of the statistic statistics on the statistics of the statistics on the Baltimore of the statistic statistics on the statistics on the Baltimore of the statistic statistics on the statistics on the Baltimore of the statistic statistics statist ATLEROAD TRAINS-Stopping at all Stations on Ch ar Creek and Philadelphia and Baltimore Central E Leaves PHILADELPHIA for PORT DEPOSIT (St ay excepted) at 7.00 A. M. and 4.35 P. M. The 7.00 A. M. Train will stop at all Stations between hiladelphia and Lamokin. A Freight Train with Passenger car attached will eave Philadelphiatally (Sundays excepted) at 1.00 P

Philadelphis to New York; and way places, from Wai-nut street wharf. At 6.30 A. M., via Gamden and Amboy, Accom. §22 At 6.30 A. M., via Gamden and Jersey City Ez. Mail, 360 At 6.20 P. M., via Gamden and Jersey City Ez. Mail, 360 At 6.20 P. M., via Gamden and Amboy Express, 300 At 6.20 P. M., for Intermediate stations At 6.20 and 8.4. M., and 2 P. M., for Freehold. At 2.00 P. M., for Long Branch and Points on At 8.4. D. B. R. At 6.30 and 10 A. M., 12 M., 2.3.30, 4.30,6, 7 and 11.30 P. M., for Bordentown, Florence, Burlington, Every and De-lanco.

For further information, apply to JOHN F. VANLEER, JR., Ticket Agent, 901 Obestnut

The third period of matching the second of matching the second of the second of matching the second of matching the second of matching the second of matching the second of the second of matching the second of the

Express connects at Obry. Mail cast at Corry and Express connects at Corry and Express connects at Corry and Connects at Corry and Express connects at Corry and Connects at Corry and Express connects at Corry and Connects at Corry and Express connects at Corry and Connects at Corry and Express connects at Corry and Connects at Corry and Express connects at Corry and Connects at Corry and Express connects at Corry and Connects at Corry and Express connects at Corry at Connects at Corry and Express connects at Corry at Connects at Connects at Corry at Connects at Connects at Connec

225 minutes P. M. FOR CONSHOHOUKEN AND NORRIBTOWN Leave Philadelphia-6.75, 9, 11.05, A. M.; 19, 5, 25, 5%, 6.15, 8.05, 10.05 and 112 P. M. Leave Norristown-5.40, 62, 7, 7%, 9, 11 A. M.; 19, 5% Leave Philadelphia-6.73, 9, 11.03, A. M.; 126, 5, 426, 5 526, 615, 806, 100 S and 112 P. M. Leave Norristown-6.40, 626, 7, 7%, 9, 11 A. M.; 126, 53 437, 618, 8 and 94 P. M. MF The 7% A. M. Trains from Norristown will not story at Mozet"s, Potts' Landing; Domino or Schur's Lans. MF The 5 P. M. Train from Philadelphia will stop onl at School Lane, Manayunk and Conshohocken. ON SUNDAYS. Leave Philadelphia-9 A. M.; 23%, 4 and 7:18 P. M. Leave Norristown-7 A. M.; 1, 55% and 9 P. M. Leave Philadelphia-9, 4, 9, 11.05 A. M.; 13%, 3, 4%; 5, 56%, 6.15, 6.05, 10.00 and 11% P. M. Leave Manayunk-6.10, 7, 7%; 8.10, 9%, 11% A. M.; 2, 5%; 55%, 6.20 and 10 P. M. MF The 5 P. M. Train from Philadelphia will stop only at School Lane and Manayunk. at School Lane and Manaymak.
 Lave Philadelphia and Manaymak.
 Lave Philadelphia - 9 A. M.: 25, 4 and 7.18 P. M.: Leave Manayunk - 74 A. M.: 25, 4 and 7.18 P. M.: Leave Manayunk - 74 A. M.: 15, 0 and 95 P. M.: Deptember 2000 Burger A. M.: 16 A. M.: Deptember 2000 Burger A. M.: 17, 18 P. M.: Deptember 2000 Burger A. M.: 18 P. M.: Deptember 2000 Burger 200 nediate stations. 5.30 P. M.A. RETURNING, LEAVE ATLANTIC MEDICAL Ayer's Cathartic Pills. For all the purposes of a Laxative Perhaps no one medi-_cine is so universally re-quired by everybody as a cathartic, nor was ever any before so univercal ly adopted into use, in every country and among all classes, as this mild but efficient purgative *Pill*. The obvious rea-son is, that it is a more effec-liable and far more effec-Ayer tried it, know that it cured them, that and far more critec-other. Those who have other. Those who have tried it, know that it cured them; those who have not, know that it cures their neighbors and thends, and all know that what it does once it does always —that it never fails through any fault or neglector its composition. We have thousands upon thous send of certifications of their memarkable cures of the

TRAVELERS GUIDE

HILADELPHIA, GERMANTO AND NORRISTOWN BAILROAD TIME LE.-On and after Monday, May 3d, 255, and

In ther notice: I cave Philadelphia-6,7, 3, 9.05, 10, 11, 12 A. 5.10, 3%, 44.55, 500, 5%, 6, 6%, 7, 8, 9, 10, 11, 12 P. I vave Germantown, -6, 7, 7%, 8, 830, 9, 50, 11, 12 F. 1, 2, 3, 44, 5, 55%, 6, 6%, 7, 8, 9, 10, 11, P. M. The 8,20 down-train, and the 3% and 5% up trained to the Germantown Branch.

Leave Philadelphia-9,15 A. M., 2, 4.05 minuter, 7 ; 103 P. M.

Derve Germantown-B IS A. M.; 1, 3, 6 and 9% P. M. CHESTNUT HILL HAIL/ROAD. Leave Philsdeiphia-6, 8, 10, 12 A. M.; 2, 38, 58, 7, and 31 P. M. Leave Obstant Bill-7.10 minutes, 8, 9,40, and 11.40 A. M.; 140, 340, 540, 540, 540 and 10.40 P. M. Leave Philsdeiphia-9,15 minutes A. M.; 3 and P. M. Leave Chestnut Hill-7.50 minutes A. M.; 12,40, 5,40 and J25 minutes P. M.

min an allow that which it does once the does and to be a with a fill of the does once the second of the following complaints, but such curves are known in every neighborhood, and we need not publish them. Adapted to all ages and conditions in all climates; containing neither calored or any deletarious drug; they may be taken with safety by anybody. Their senar coating preserves them ever frosh and makes them pleasant to take, while being purely vegetable no harm can arise from their use in any quantity. They operate by their powerful influence on the internal viscers to purify the blood and stimulate it into healthy action — remove the obstructions of the body, restoring their irregular action to health, and by correcting, wherever they exist, such derangements as are the first origin of disease. Minute directions are given in the wrapper on the body, for the following complaints, which these Pills rapidly cure: — For Dyspepsia or Indigestion, Listlessness, Languor and Loss of Appetite, they should be taken moderately to stimulate the stomach and restore its healthy tone and action. For Liver Complaint and its various symptoms, Billious Headache, Sick Headache, Billious designed action or remove the obstructions when caloring the discusse. Colic and Bilious Fevers, they should be ju-diciously taken for each case, to correct the diseased action or remove the obstructions which cause it. For Dysentery or Diarrhoea, but one mild dose is generally required. For Rheumatism, Gout, Gravel, Palpi-tation of the Heart, Pain in the Side, Back and Toins, they should be continuously taken, as required, to change the diseased action of the system. With such change those complaints disappear.

For Dropsy and Dropsical Swellings the hould be taken in large and frequent doses to produce the effect of a drastic purge. For Suppression a large dose should be taken as it produces the desired effect by sympathy. As a Dinner Pill, take one or two Pills to pro-mote digestion and relieve the stomach. An occasional dose stimulates the stomach and bowels into healthy action, restores the appetite, and invigorates the system. Hence it is often ad-vantageous where no serious derangement exists. One who feels tolerably well, often finds that a dose of these Pills makes him feel decidedly better, from their cleansing and renovating effect on the diges-tive apparatus. DR. J. C. AYER & CO., Practical Chemists,

ł	C. R. Keeny,	Geo. C. Bower.
ļ		TODAS, OF AVAIA
ļ	C. H. Necuies, T. J. Husband,	18. M. McColin-
	T. J. Husband,	iS. C. Bunting.
	Ambrose Smith,	Uhas, H. Eberler
	Edward Parrish	Jamos N. Marke,
į	Wm B. Webb,	E. Bringhurst & Co.,
1	James L. Bispham,	Dyott & Co.,
j	Hughes & Combe,	H. O. Blair's Sons,
	Henry A. Bower.	Wyeth & Bro.
	LEGAL	NOTICES
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LEGAL NOTICES. TN THE DISTRICT COURT FOR THE city and county of Philadelphia.-CHAS. ROSEN-BERG vs. PHILIP MARENKLE. Sept. Term, 1889. No. 273. Pluries Ven. Ex. The auditor appointed to report distribution of the fund in Court, being the pro-ceeds of a Sheriff's sale under the above stated writs, of all that certain lof or piece of ground with the brick messnages or tenements thereon creeted, situate jon the northeast side of the Germantown Road, at the distance of s0 feet northwestward from the north side of a Courts (formerly called Monroel street, in the city of Philadelphia Aforeasti, contain-ing in front or breadth on the said Germantown road, 19 feet, and extending in length or depth northeastward between parallel lines at right angles with the sold Ger-mantown road on the northwestern line thereof 52 feet 10 incles and 32. Thence castward at right angles, with Kressler street on the southeestur line thereof 52 feet 10 incles and 32. Thence castward at right angles, with Kressler street on which it has a front of 16 fact. N. B.-On the above lot is erectable three-story brick store and dwellings on Germantown used, wor three-story brick dwellings on the rear and me to of the fronting on Germantown avenue, and wor three-story brick dwellings on the rear and me to do the duiles of his appointment on WEDNESDAY. November 30, 1869, at 3 o clock T. M.: At his offen, No. 25 South Seventh street, in the city of Philadelphia; when there all partices interested are regulared to make their claims, or betablarred from coming in upon and fund. LEONARD MYERS.

 Stripe name
 THE ORPHANS' COURT FOR THEM

 SRIE RAIL City and County of Philadelphia.-Estate of ISAAO

 BRIE RAIL TODGERS, decrawed.-The Auditor appointed by the Courts to report distribution of the Inad in Court, so report distribution of the Inad in Court, so report distribution of the Inad in Court of the precises situate on the north side of isseet private interested for the purposes

 9.29 P. M.
 Shippen street, at the distance of 184 feet west from Sixth street, will meet the parties interested for the purposes

 9.29 P. M.
 Shippen street, at the distance of 184 feet west from Sixth street, will meet the parties interested for the purposes

 9.29 P. M.
 Shippen street, at the distance of No. 217 Senth Sixth street, in the city of Philadelphia.

 0.00 A. M.
 R60, AT

 6.10 P. M.
 Ocil+th studis

 5.10 P. M.
 STEVEND DISTRICT OF PENNSYLVA

 8.00 A. M.
 The undersigned horeby given notice that the Court of the undersigned horeby given notice that the Court of the order that ascend giver a meeting of the cortes

11.50 A: M. 30.08 A. M. 50.9 P. M. 51.5 P. M. 51.5