Modern Palmistry.

A volume called "The Book of the Hand; or, the Science of Modern Palmistry, chiefly according to the Systems of D'Arpentigny and Desbarrolles, by A. R. Craig," has just been published in London. Mr. Craig has brought together a large amount of amusing gossip, without saying how much of it he believes. He founds his story upon the systems of D'Arpentigny and Desbarrolles, the celebrated French chiromancers. From them are taken in detail the rules for interpreting all the knots and hollows, lines and furrows that occur in various hands; and he who studies them aright will be able to tell fortunes and read characters, at any rate as wisely as any wandering gipsy. Without much study he may be, in a superficial way, a palmist. Thus:—

"A hand something long and the fingers thick denote the person to be of a phlegmatic complexion, idle, slothful, but modest.

"If the palm of the hand be long and the fingers well proportioned, and not soft, but rather hard, it denotes the person to be ingenious, but changeable, and given to theft and vice.

"If the hand be hollow, solid, and well-knit in the joints, it predicts long life; but if overthwarted, it then denotes short life.

"He whose hand is according to the quantity of his body, and the fingers too short and thick, and fat at the ends, will be a thief, a liar, a wait, and addicted to all manner of evil.

"When the palm of the hand is longer than the due proportion requires and the fingers more thick, by how much they are the more short, it signifies that the man is proud, idle, negligent, and so much the more by how much the hand is more brawny.

"Great and long hands betoken a great spirit, liberality, good conditions, crattiness; but the person will be a good counsellor, and faithful to his friends.

"Observe the finger of Mercury—that is the little finger; if the end of it exceed the joint of the ring-finger, such a man will rule his own house, and his wife will be pleasing and obedient to him; but if it be short, and reach not the joint, he will have a shrew, and she will wear the breeches.

"Broad nails show the person to be bashful, fearful, but of gentle nature.

"When there is a certain white mark at the extremity of them, it shows that the person has more honesty than subtlety, and that his worldly substance will be impaired through negligence.

"White nails, and long, denote much sickness and infirmity, especially fevers; an indication of strength and deceit by women.

"If upon the white anything appears at the extremity that is pale, it denotes short life by sudden death, and the person to be given to melancholy.

"When there appears a certain mixed redness of divers colors at the beginning of the nails, it shows the person to be choleric and very quarrelsome.

"When the extremity is black, it is a sign of husbandry.

"Narrow nails denote the person to be inclined to mischief, and to do injury to his neighbors.

"Long nails show the person to be good-natured, but distrustful, and loves reconciliation rather than differences.

"Oblique nails signify deceit and want of courage.

"Little round nails denote obstinate anger and hatred.

"If they be crooked at the extremity, they show pride and nerceness.

"Round nails show a choleric person, yet soon reconciled, honest, a lover of secret sciences.

"Fleshy nails denote the person to be mild in temper, idle and lazy.

"Pale and black nails show the person to be very deceitful to his neighbor, and subject to many diseases.

"Red and marked nails signify a choleric and martial nature, given to cruelty; and as many little marks as there are, they speak so many evil desires."

A Relic of Anti-Masonic Times.

The Easton, Pa., *Daily Free Press* publishes a suppressed letter written by Hon. Thaddeus Stevens in 1836—about the time when the anti-Masonic excitement was still raging, and when the troubled ghost of the murdered Morgan was still wandering about the earth, unavenged. The occasion that called forth this letter was an invitation of a Committee of the Franklin Literary Society of Lafayette College, Easton, requesting Mr. Stevens to deliver an address on the then approaching Fourth of July, he having been elected orator of the day. The invitation was accepted, but a few days afterwards the Committee received a letter of declination from Mr. Stevens, on the ground that some one closely connected with the institution had written to him urging him to decline, "for fear of producing political excitement." This letter, it was ascertained, was from President Junkin, but the Committee renewed their request, which was again declined in a letter of some length, in the course of which Mr. Stevens spoke as follows:—

"I feel proud of my country and her institutions when I see her young men—soon to be her pride and her support—possessing aspirations as high and virtuous, as pure and noble, as Rome saw in her brightest days. I am not surprised that you should deem no one out an insignificant, worthless political demagogue capable of objecting to the choice which you had made of an orator, merely on account of political opinions. Academic halls should not be disgraced with party politics. They are nurseries of statesmen, but not of demagogues. But you have not yet learned the malignity of an institution bound together by unhallowed oaths, which it has been my lot, and I have deemed it my duty, to oppose; and whose unsparing persecution has been exercised towards me on many former occasions. But I had little expected to find its venomous hissings amid the coolness of academic shades. But you will perceive from the inclosed letter that I have been deemed unworthy to address you merely because I am an Anti-Mason. The letter you will see is from your worthy President. But although written by him, I have no doubt that it was rendered necessary, if not dictated, by the conduct of others, who control the institution. It seems to have been known to the writer, as it must have been to every discreet person, that no allusion to party politics would be indulged at your anniversary. But my mere presence, however unexceptionable might be my conduct, was deemed too obnoxious to be allowed. This seems the more unkind and extraordinary, when it is remembered that your last orator (if my memory be correct) was George M. Dallas, Esq., a high and active Mason, yet no anti-Mason. I have even thought of objecting to his addressing you on account of his Masonry. Literature, the arts, and sciences are above party. He knows but little of their value who attempts to mingle them together. I send you the original letter, which you will please return when you are done with it. Unless you forbid it, I shall publish our correspondence, that the public may see to what extent the Lodge carries its malignity. Allow me to say that your independence and kindness have impressed me with the liveliest gratitude and admiration. And I shall feel proud if I can possess your friendship now and hereafter when you shall enter upon and guide the busy scenes of life."

An Indian Judge.—Considerable interest has been excited in Bengal by the death of Sumlonath Pundit, the only native yet found worthy of a seat on the bench of an Indian high court. The Judge was of Cashmere origin; his family never intermarried with Bengalese, and he kept aloof from all Bengalee usages. He began life on £24 a year as a clerk, and then went to the native bar.

The Catholics in Scotland.—The Pope proposes to re-establish the Roman Catholic hierarchy in Scotland by giving territorial jurisdiction to the vicars apostolic and by the appointment of other bishops. There will be an Archbishop of Glasgow, with six suffragans, who will take their respective titles from Edinburgh, Aberdeen, Perth, Inverness, Stirling, and Kilmarnock.

Regarding Washing.

Among the trials and tribulations of domestic life, few are less bearable than those which pertain to the laundry. For the utter inefficiency of Biddy as a cook is fully equalled by the total incapacity of Biddy as a washerwoman, and both are far exceeded by her superlative unskilfulness in ironing. Thus Materfamilias is brought to shame, and Paterfamilias exhibits wrath over clothing that is only half-washed, doubly starched, and only ironed when ironing is synonymous with scorching. Perhaps a little light on domestic duties of this description may come to housewives, young and old, from the perusal of the following from the Montreal *Witness*:—

The evening previous to washing, all the clothes should be gathered up and assorted; woollens, colored clothes, unbleached cottons, and linens and fine clothes into their separate bundles. Except woollens and colored clothes, all other kinds should be put to soak over night, the very dirty parts having soap rubbed on them. If you use a washing fluid, it is usually mixed in the soaking water; if you use no wash mixture, the next morning wring out the clothes, and proceed to wash them carefully through two warm lathers; then boil them in clean lather briskly, but not longer than a half-hour. Wash them out of boil, rinse through two waters. The last rinsing water should have a delicate tinge of blue. Likewise a small quantity of starch for all cottons and linens; reserve those you wish stiffer for the last, and mix more starch in the water. Shirt bosoms and collars, skirts—in short, anything you wish very stiff—should be dipped in starch while dry. Swiss and other thin muslins and laces are dipped in starch while dry, and then clapped with the hands in the right condition to iron. Calicoes, brilliants, and lawns of white grounds are washed like any other white material, omitting boiling, until the yellow tinge they acquire makes it absolutely necessary. Unbleached cottons and linens follow the white clothes, through the same waters; but most in no case be boiled or washed with them, as they continually discharge a portion of their color, and so discolor the white clothes. In directing the preparations for washing fluids, we give the process employed with them; but colored clothes, in our experience, can be washed in none of them without injury to the color. Calicoes, colored lawns, and colored cottons and linens generally, are washed through two suds and two rinsing waters; starch being used in the last, as all clothes look better and keep clean longer if a little stiffened. Many calicoes will spot if soap is rubbed on them; they should be washed in a lather, simply. A spoonful of ox gall to a gallon of water will set the colors of almost any goods soaked in it previous to washing. A tea cup of lye in a bucket of water will improve the color of black goods. A strong, clean tea of common hay will preserve the color of those French linens so much used in summer by both sexes. If the water in which potatoes are cooked is saved and boiled down it stiffens black calicoes as well as starch, and saves them from the dusty and smeared look they so often have. Vinegar in the rinsing water, for pink or green calicoes, will brighten them. Pearlash answers the same end for purples and blue. Colored and white flannels must be washed separately; and by no means wash after cotton or linen, as the lint from these goods adheres to the flannel. There should be a little blue in the rinsing water for white flannels. Allow your flannels to freeze after washing in winter; it bleaches them.

The Question of Divorce in the Western States.—Western papers are discussing the subject of the separation of husbands and wives, which is growing to be a matter of great practical importance in that section of the country, where the laws of some of the States on the subject of divorce seem designed to promote this social evil. Indiana has become notorious in this respect. A divorce is obtained there so readily that discontented men and women resort thither in great numbers for the sake of being released from their marital vows. In Ohio, too, divorces are numerous and annually increasing. The Commissioner of Statistics has ascertained from the records of courts the number of divorces in the State during the last two years. Taken in connection with the marriages, they were as follows:—

	Marriages.	Divorces.
In 1864-5	22,198	837
In 1865-6	30,479	1169

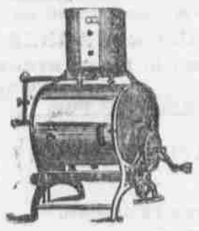
Taking the whole together, this shows one divorce in twenty-six marriages. The causes assigned were:—

	1864-5.	1865-6.
Adultery	254	384
Cruelty and gross neglect	199	159
Wilful absence	230	394
Other causes	121	109

A Noble Offer.—There are two institutions in Hull, England, for the support and education of sailors' orphan children, viz., the Seamen's Orphan Asylum and the Sailors' Orphan Home. Mr. Titus Salt has offered to give the latter institution the sum of £5000, on condition that the building is enlarged so as to be able to accommodate, like the sister institution, one hundred children, and that the school is enlarged to receive one hundred town orphans (children of sailors) in addition to the one hundred maintained in the institution. The gift will probably be accepted on these terms.

GAS LIGHT

FOR THE COUNTRY.



FERRIS & CO.'S AUTOMATIC GAS MACHINES

FOR PRIVATE RESIDENCES, MILLS, HOTELS, CHURCHES, ETC.,

FURNISHING FROM TEN TO SIX HUNDRED LIGHTS, AS MAY BE REQUIRED.

This machine is guaranteed; does not get out of order, and the time to manage it is a little five minutes a week.

The simplicity of this apparatus, its entire freedom from danger, the cheapness and quality of the light over all others, have gained for it the favorable opinion of those acquainted with its merits. The names of those having used them for the last three years will be given by calling at our OFFICE.

NO. 105 SOUTH FOURTH STREET,

Where the machines can be seen in operation.

FERRIS & CO., Box 481 P. O.

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BEDDING

OF EVERY DESCRIPTION

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REDUCED PRICES.

WHOLESALE AND RETAIL,

NO. 932 RIDGE AVENUE NEAR VINE ST

8 12stuthsrp J. G. FULLER.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD

SUMMER TIME, TAKING EFFECT JUNE 2, 1867.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chestnut and Walnut Streets Railway run within one square of it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train.

Sleeping Car Tickets can be had on application at the Ticket office, N. W. cor. Ninth and Chestnut streets.

Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 901 Chestnut street, or No. 1 South Eleventh street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8:00 A. M.
Paoli Accommodation, No. 1	10:00 A. M.
Fast Line and Erie Express	12:10 P. M.
Paoli Accommodation, No. 2	1:00 P. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:00 P. M.
Parkesburg Train	5:30 P. M.
Western Accommodation Train	6:40 P. M.
Cincinnati Express	7:30 P. M.
Erie Mail	7:30 P. M.
Paoli Accommodation, No. 3	9:00 P. M.
Philadelphia Express	11:15 P. M.

Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 137 DOCK Street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	1:15 A. M.
Philadelphia Express	7:10 A. M.
Erie Mail	7:10 A. M.
Paoli Accommodation, No. 1	8:20 A. M.
Parkesburg Train	9:20 A. M.
Lancaster Train	12:40 P. M.
Fast Line and Erie Express	1:10 P. M.
Paoli Accommodation, No. 2	4:10 P. M.
Day Express	6:20 P. M.
Paoli Accommodation, No. 3	7:00 P. M.
Harrisburg Accommodation	9:50 P. M.

For further information apply to

JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT Street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

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

4 29

1867.—FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows, viz.:— FARE.

At 5 A. M., via Camden and Amboy, Accom. 2·25
At 8 A. M., via Camden and Jersey City, Express Mail 3·00
At 2 P. M., via Camden and Amboy, Express 3·00
At 5 P. M., via Camden and Amboy, Accommodation and Emigrant 2d class, 1·50
At 8 A. M., 2, 5 and 6 P. M., for Mount Holly, Ewansville, Pemberton, Birmingham, and Vincentown.

At 8 A. M. and 2 P. M. for Freehold.

At 5, 8 and 10 A. M., 2 and 4 P. M., for Trenton.

At 5, 8 and 10 A. M., 1, 2, 4, 5, 6, and 11:30 P. M., for Bordentown, Burlington, Beverly, and Delanco.

At 5 and 10 A. M., 1, 2, 4, 5, 6, and 11:30 P. M., for Florence.

At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edgewater, Riverside, Riverton, and Palmyra.

At 5 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Fish House.

The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side.

LINES FROM KENSINGTON DEPOT

Will leave as follows:—

At 11 A. M., 4:30 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines. Fare, $3.

At 5, 10:15 and 11 A. M., 2:30, 3:30, 4:30, 5, and 12 P. M., for Trenton and Bristol.

At 8 and 10:15 A. M., 2:30, 5, and 12 P. M., for Morrisville and Tullytown.

At 8 and 10:15 A. M., 2:30, 4:30, 5, and 12 P. M., for Schencks.

At 10:15 A. M., 2:30 and 5 P. M., for Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD LINES,

From Kensington Depot.

At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc., etc.

At 8 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc.

The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—

At 1:00 A. M. and 7:30 and 6:30 P. M. Washington and New York Express Lines, via Jersey City, Fare, $3 25.

The 1:00 A. M. and 6:30 P. M. Lines will run daily. All others, Sundays excepted.

July 15, 1867. WM. H. GATZMER, Agent.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

Commencing SATURDAY, July 13, 1867.

9:00 A. M. Morning Mail. Due 12:20 P. M.
3:00 P. M. Cape May, Passenger. Due 7:18 P. M.
4:00 P. M. Express. Due 7:05 P. M.

RETURNING TRAINS LEAVE CAPE ISLAND.

6:30 A. M. Morning Mail. Due 10:07 A. M.
8:00 A. M. Fast Express. Due 12:07 P. M.
5:00 P. M. Cape May Express. Due 8:25 P. M.

The SUNDAY MAIL and PASSENGER TRAIN leaves Philadelphia at 7:00 A. M., returning leaves Cape Island at 5:00 P. M.

Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company, Camden, N. J.

Through tickets can be procured at No. 828 Chesnut street (under the Continental Hotel). Persons purchasing tickets at this office can have their baggage checked at their residences.

WEST JERSEY RAILROAD LINES,

from foot of MARKET Street (Upper Ferry),

Commencing SATURDAY, July 13, 1867.

8:00 A. M. Morning Mail, for Bridgeton, Salem, Millville, Vineland, and intermediate stations.
9:30 A. M. Cape May Morning Mail.
3:00 P. M. Cape May Accommodation.
3:30 P. M. Bridgeton and Salem Passenger.
4:00 P. M. Cape May Express.
5:30 P. M. Woodbury Accommodation.

Cape May Freight leaves Camden at 9:20 A. M.

West Jersey Freight Train leaves Camden at 12 M. (noon).

Freight will be received at Second Covered Wharf below Walnut street, from 7:00 A. M. until 5:00 P. M. Freight received before 9:00 A. M. will go forward the same day.

Freight Delivery, No. 228 S. DELAWARE Avenue.

7 24tf WILLIAM J. SEWELL, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

TIME TABLE,

On and after Wednesday, May 1, 1867,

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9½5, 10, 11, 12 A. M., 1, 1½, 3½, 4, 5, 5½, 6½, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown 6, 7, 7½, 8, 8:20, 9, 10, 11, 12 A. M., 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8:20 Down Train and 5½ and 5½ Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9½ A. M., 2, 7, 10½ P. M.
Leave Germantown 8½ A. M., 1, 4, 9½ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 9 and 11 P. M.

Leave Chestnut Hill 7:10, 8, 9:40, and 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia 9½ A. M., 2 and 7 P. M.
Leave Chestnut Hill 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5½, 6½, 8:05, and 11½ P. M.

Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 1½, 3, 4½, 6½, and 8½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2:30 and 7:15 P. M.
Leave Norristown 7 A. M., 5:30 and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 8, and 11:05 A. M., 1½, 3, 4½, 5½, 6½, 8:05, 9½, and 11½ P. M.

Leave Manayunk 6:10, 7½, 8:20, 9½, and 11½ A. M., 2, 3½, 5, 6½, 9, and 10½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½ and 7½ P. M.
Leave Manayunk 7½ A. M., 6 and 9½ P. M.

W. S. WILSON, General Superintendent.

3 Depot, NINTH and GREEN Streets.

SHORTEST ROUTE TO THE SEA-SHORE! CAMDEN AND ATLANTIC RAILROAD. THROUGH IN TWO HOURS.

Five Trains daily to Atlantic City, and one on Sunday.

On and after SATURDAY, June 29, 1867, trains will leave VINE Street Ferry, as follows:—

Special Excursion	6:00 A. M.
Mail	7:30 A. M.
Freight, with Passenger Car attached	9:15 A. M.
Express (through in two hours)	2:00 P. M.
Atlantic Accommodation	4:15 P. M.

RETURNING—LEAVES ATLANTIC.

Special Excursion	6:15 P. M.
Mail	4:40 P. M.
Freight	11:40 A. M.
Express (through in two hours)	7:00 A. M.
Accommodation	5:45 A. M.

Junction Accommodation to Jackson and intermediate Stations leaves Vine street 5:30 P. M.

Returning leaves Jackson 6:28 A. M.

HADDONFIELD ACCOMMODATION TRAINS.

Leave Vine street at 10:15 A. M., 2:00 P. M.
Leave Haddonfield at 1:00 P. M., 3:15 P. M.

SUNDAY MAIL TRAIN TO ATLANTIC CITY.

Leaves Vine street at 7:30 A. M., and Atlantic at 4:40 P. M.

Fare to Atlantic $2. Round Trip Tickets, good *only for the day and train on which they are issued*, $3.

Tickets for sale at the Office of the Philadelphia Local Express Company, No. 625 CHESNUT Street and at No. 828 CHESNUT Street, Continental Hotel.

The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

D. H. MUNDY, Agent.

6 24 tf

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route to Bethlehem, Allentown, Mauch Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lehigh, Mahanoy, and Wyoming coal regions.

Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN streets.

SUMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and after WEDNESDAY, May 8, 1867, Passenger trains leave the New Depot, corner Berks and American streets, daily (Sundays excepted), as follows:—

AT 7:45 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Railroad for Allentown, Catasauqua, Slating on, Mauch Chunk, Weatherly, Jeanesville, Hazelton, White Haven, Wilkesbarre, Kingston, Pittston, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Railroad, for Mahanoy City; and with Catawissa Railroad, for Rupert, Danville, Milton, and Williamsport. Arrive at Mauch Chunk at 12:25 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Bethlehem at 11:55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

AT 8:45 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, by this train, take the stage at Old York road.

AT 10:15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

AT 1:30 P. M.—Express for Bethlehem, Allentown Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown.

AT 2:45 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales for Sumneytown.

AT 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at Abington; for Lumberville at Doylestown.

AT 5:30 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

AT 6:30 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

AT 11:30 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem, at 9:15 A. M., 2:05 and 8:40 P. M.

2:05 P. M. train makes direct connection with Lehigh Valley trains from Easton, Allentown, Mahanoy City, and Hazleton. Passengers leaving Easton at 11:20 A. M. arrive in Philadelphia at 2:05 P. M.

Passengers leave Wilkesbarre at 1:30 P. M., connect at Bethlehem at 6:15 P. M., and arrive in Philadelphia at 8:40 P. M.

From Doylestown at 8:25 A. M., 5:10 P. M., and 7:40 P. M.

From Lansdale at 7:20 A. M.

From Fort Washington at 11:50 A. M. and 3:05 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Doylestown at 2:45 P. M.

Doylestown to Philadelphia at 7:20 A. M.

Bethlehem to Philadelphia at 4:30 P. M.

Fifth and Sixth Streets Passenger cars 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 Pennsylvania Baggage Express Office.

1 14 No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.

SUMMER ARRANGEMENT.

On and after MONDAY, June 24, 1867, Trains will leave Depot, THIRTY-FIRST and CHESNUT streets, West Philadelphia, as follows:—

Leave Philadelphia for West Chester, at 7:15 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 7:00 P. M., and 10:30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 6:05 A. M., 7:15 A. M., 7:30 and 10:45 A. M., 1:55 P. M., 4:00 and 6:50 P. M.

Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 7:15 A. M., and going west will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 5:30 P. M.

Leave Media for Philadelphia at 6:40 P. M.

Stopping at all stations.

The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to departure.

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Camden and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the depot.

ON SUNDAYS.

Leave Philadelphia at 8:00 A. M. and 2 P. M.

Leave West Chester at 7:45 A. M. and 5 P. M.

The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD, General Superintendent.

6 15 tf

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport, and the Great Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains.

On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

Mail Train leaves Philadelphia	7:00 P. M.
" " leaves Williamsport	4:30 A. M.
" " arrives at Erie	4:05 P. M.
Erie Express leaves Philadelphia	2:00 noon.
" " leaves Williamsport	5:45 P. M.
" " arrives at Erie	10:40 A. M.
Elmira Mail leaves Philadelphia	8:00 A. M.
" " leaves Williamsport	6:45 P. M.
" " arrives at Lock Haven	8:10 P. M.

EASTWARD.

Mail Train leaves Erie	10:25 A. M.
" " leaves Williamsport	10:10 P. M.
" " arrives at Philadelphia	7:40 A. M.
Erie Express leaves Erie	5:00 P. M.
" " leaves Williamsport	4:25 A. M.
" " arrives at Philadelphia	1:00 P. M.
Elmira Mail leaves Lock Haven	7:15 A. M.
" " leaves Williamsport	8:35 A. M.
" " arrives at Philadelphia	5:40 P. M.

Mail and Express connect with all trains on Warren and Franklin Railway. Passengers leaving Philadelphia at 12:00 M. arrive at Irvineton at 6:40 A. M. and Oil City at 9:50 A. M.

Leaving Philadelphia at 7:30 P. M., arrive at Oil City at 4:35 P. M.

All trains on Warren and Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre. Baggage checked through.

ALFRED L. TYLER, General Superintendent.

11 1tf

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—Summer Arrangements. On and after SATURDAY, June 1, 1867, Trains will leave Philadelphia, from the Depot of the West Chester and Philadelphia Railroad, corner of THIRTY-FIRST and CHESNUT Streets (West Philadelphia), at 7:15 A. M. and 4:30 P. M.

Leave Rising Sun at 5:15 and Oxford at 6:00 A. M. and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Car attached, will run on Tuesdays and Fridays, leaving the Rising Sun at 11:15 A. M., Oxford at 12:00 M., and Kennett at 1:00 P. M., connecting at West Chester Junction with a Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., running through to Oxford.

The Train leaving Philadelphia at 7:15 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 for Philadelphia.

The Train leaving Philadelphia at 4:30 P. M. runs to Rising Sun, Md.

Passengers allowed to take wearing apparel only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

HENRY WOOD, General Sup't.

5 11tf

ANNAMESSIC SHORT LINE

AND

United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Philadelphia, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannah, Raleigh, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile New Orleans, and intermediate points.

For tickets and information inquire at Offices, Nos. 411 and 828 CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenue. 7 13m

H. V. TOMPKINS, General Agent, Norfolk, Va.
C. L. TROWBRIDGE, General Passenger Agent.

WEST JERSEY RAILROAD.

SUNDAY MAIL TRAIN FOR CAPE MAY.

Commencing SUNDAY, June 23, 1867, the SUNDAY MAIL AND PASSENGER TRAIN will leave Philadelphia, foot of Market street (upper ferry), at 7 A. M. Returning leave Cape Island at 5 P. M., stopping at principal Stations only.

Fare, $2·00. Excursion Tickets, $4·00. Good this day and train only.

WILLIAM J. SEWELL, Superintendent.

6 20 tf

RAILROAD LINES.

READING RAILROAD

GREAT TRUNK LINE

FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, May 6, 1867.

Leaving the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7:30 A. M., for Reading and intermediate Stations. Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

MORNING EXPRESS.

At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.

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

AFTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M., for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Pottstown at 6:20 A. M., stopping at intermediate stations; arrives in Philadelphia at 9:40 A. M. Returning, leaves Philadelphia at 6:30 P. M.; arrives in Pottstown at 8:45 P. M.

READING ACCOMMODATION

Leaves Reading at 7:00 A. M., stopping at all way stations, arriving at Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:00 P. M.; arrives in Reading at 7:45 P. M.

Trains for Philadelphia leave Harrisburg at 6:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1:00 P. M. Afternoon trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7:15 A. M., and Harrisburg at 2:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 12:45 noon for Pottsville and all way stations. Leaves Pottsville at 7:00 A. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8:00 A. M., and Philadelphia at 5:00 P. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at