TIRED OF MUSIC.

BY C. V. COURTNEY.

Tired of music! No, indeed!
Does a bird e'er tire of song?
Or fold its head beneath its wing,
When summer days are long?
Do the great ocean's surging waves
Tire of their ceaseless beat,
As on the sandy shores they wash
The bright shells to our feet?

Tired of music! can you ask?
Why, what would this world be
With no enchanting strains to fill
Our hearts with melody?
The murmuring breezes round us now,
Have music in their sigh,
And e'en the tiny woodland brook
Sings low a lullaby.

Take up a sea-shell, though for years
Far from its native caves,
You'll hear the murmur in its heart
Of distant ocean waves.
'Twould seem it pined for home again,
And keep the treasured song
That rocked it in its infancy,
The pearly sands among.

Then ask me not if tired I be;
My heart with joy runs o'er,
Whene'er I hear a soft, low strain,
I'd list forevermore.
Nought else could give the heart's pure joy
Such g..., exultant flow,
Or calm the stormy spirit down
When freighted deep with woe.

A REVOLT IN A HAREM.—The short sojourn of the Shah of Persia in Moscow was marked by a striking change in his arrangements, for his Majesty while in that city came to the determination to send back to Teheran the four or five Persian ladies who had traveled so far in his household. It is stated that during the journey from Astrakhan to Moscow the Shah was much occupied with the question of the proper accommodation of these ladies, who traveled under the title of servants. His Majesty telegraphed to Moscow more than once upon the subject, and, on learning that apartments in the palace had been prepared for them, the Shah suddenly decided on their being placed in a country house near Moscow. The ladies not relishing this isolation, sent a messenger to the Shah complaining that they were not suitably lodged. His Majesty was displeased with his Ministers, and directed that the ladies should come to his palace, where he waited till after their arrival before he proceeded to the theatre. It appears that his favorite wife wished to go also to the theatre, but the Shah would not permit it. On the next evening after His Majesty's second visit to the ballet and to the ball at the hotel of Prince Dolgoroukof, it is said that the ladies were loud in their complaints, probably because being in Europe they expected to be allowed in some sort to follow European fashions. However, the Shah determined to send them back, and, dispite their tears and protestations, he adhered to his determination, so that a few hours before his Majesty left Moscow the ladies started by railway for Riszan, *en route* for Persia.

They have had a sensation at Charleston, the capital of West Virginia. The entire police force, consisting of a chief and six men, resigned because a negro had been elected to the force, and the city was left entirely in the charge of this single negro. The matter was brought before the council, when it was discovered that the police all along had been acting without authority of law, as the new constitution had changed the mode of appointment and tenure of office, and the new provision had never been carried out. The negro policeman, it was also shown, had been elected by secret ballot, when the law required a *viva voce* vote in such cases, and so he was not a policeman either.

CHESTER WHITES vs. BERKSHIRES.

Thos. Wood, of Doe Run, Chester county writes to the Journal of the Farm as follows, In the fall of 1871, I procured two full blood Berkshire pigs from a neighboring State of about ten weeks old, apparently good and thrifty pigs. In a pen with these I placed two Chester Whites from a litter of my own stock after several of the best had been sold out. The Chesters were a little younger than the Berkshires, but all nearly of a size. These pigs were fed together for nearly six months, the Berkshires being all the time masters at the trough, and made free use of the mastery in knocking the Chesters out of their way and taking the lion's share of the feed.

The next Spring the Chesters were evidently from 50 to 75 lbs. each heavier than the Berkshires. I am entirely satisfied that the Berkshires ate the most of the feed, as they always rushed into the trough when slop was put in, knocking the Chesters round as if the whites had no rights that the blacks were bound to respect.

Last year I fed a lot of Berkshires, Chesters and mixed. When they came to the knife I could not see much difference between the Chesters and half-bloods, but the Berkshires were considerably lighter for their age than the others, and yet were always master of the situation and ravenous feeders. I obtained my stock of Berkshires from New York and Maryland. As to quality of the meat, we are now using hams of both breeds, cured in the same tub, and find them both very good, the Berkshires showing rather larger proportion of lean meat, but I think a little dryer and harder when cooked.

My opinion is simply that the Berkshires do not consume less food to weight of hog, nor make better meat than our native Chesters.

Mr. William Landing, engineer of the locomotive Wicomico, while coupling cars a few days since, at Crisfield, received a severe fracture of the left arm, below the elbow.

John L. Scott, who was tried in the Caroline county Court at the last term, for bigamy and acquitted, though undoubtedly guilty, has absconded, leaving behind him both wives.

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WHOLESALE AND RETAIL DEALER IN
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Egg, $6 50 "
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DOMESTIC GOODS,
At the lowest rates.
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March 2. 1867.—tin68e

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Order by mail promptly attended to. apr1y

Railroad Lines.

Philadelphia, Wilmington and Baltimore Railroad.

TIME TABLE.

Taking effect Monday, May 12th, 1873.

Philadelphia and Washington Express Trains are designated thus, 11 30*. New York and Washington Express Trains, thus, 12 15°. The 12 15 p m train from Philadelphia connects for Fortress Monroe and Norfolk.

On account of difference of time, trains leave Baltimore by city time five minutes earlier than stated below.

SOUTHWARD.

Trains from Philadelphia will leave depot, corner of Broad street and Washington avenue as follows:

For 58th street, 7 00, 8 15, 10 00, 10 45 a. m., 12 30 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p m.
" Mt. Moriah, 7 00, 8 15, 10 00 10 45 a. m., 12 30 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p. m.
" Bonnaffon, 7 00, 8 15, 10 00, 10 45 a. m., 12 30, 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p. m.
" Paschall, 7 00, 8 15, 10 00, 10 45 a. m., 12 30, 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p m.
" Darby, 7 00, 8 15, 10 00 10 45 a m, 12 30, 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p m.
" Sharon Hill, 7 00, 8 15, 10 00, 10 45 a m, 12 30 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p m.
" Glenolden, 7 00, 8 15, 10 00, 10 45, a m. 12 30, 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p m.
" Moore's, 7 00, 8 15, 10 00, 10 45 a m, 12 30, 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p m.
" Ridley Park, 7 00, 8 15, 8 30, 10 00, 10 45 a. m., 12 30, 2 30, 3 30, 4 45, 5 15, 6 30, 7 00, 9 15, 11 45 p. m.
" Crum Lynne, 7 00, 8 15, 10 00, 10 45 a. m, 12 30 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p m.
" Chester, 7, 8 15, 8 30, 10, 10 45 a m. 12 30, 2 30, 3 30, 4*, 4 30, 4 45, 5 15, 6 30, 7 00, 9 15, 11 30* 11 45 p m.
" Lamokin, 7, 8 15, 8 30, 10, 10 45 a m: 12 30, 2 30* 3 30, 4 30, 4 45, 5 15, 6 30, 7 00, 9 15, 11 45 p m.
" Thurlow, 8 30, 10 45 a m; 2 30, 3 30, 5 15, 7 00, 9 15, p m.
" Trainer's, 10 45 a m: 2 30, 3 30, 5 15, 7 00, 9 15 p m.
" Linwood, 8 30, 10 45 a m; 2 30, 3 30, 5 15, 7 00, 9 15, 11 30* p m.
" Claymont, 8 30, 10 45 a m: 2 30, 3 30, 5 15, 7 00, 9 15, 11 30* p m.
" Bellevue, 8 30, 10 45 a m, 2 30, 3 30, 5 15, 7 00, 9 15 p m.
" Wilmington, 8 30, 10 45 a m: 12 15*, 2 30, 3 30, 4*, 5 15, 7 00, 9 15, 11 30* p m.
" Newport, 8 30 a m; 4* p m.
" Stanton, 8 30 a m; 4* p m.
" Newark, 8 30 a m; 4*, 11 30* p m.
" Elkton, 8 30 a m; 4*, 11 30* p m.
" North East, 8 30 a m; 4*, 11 30* p m.
" Charlestown, 8 30 a m; 4* p m.
" Principio, 8 30 a m.
" Perryville, 8 30 a m; 12 15*, 4*, 11 30* p m.
" Havre-de-Grace, 8 30 a m; 12 15*, 4*, 11 30* p m.
" Aberdeen, 8 30 a m, 4°, 11 30* p m.
" Pereymansville, 8 30 a m; 4*, 11 30* p m.
" Edgewood, 8 30 a m; 4*, 11 30* p m,
" Magnolia, 8 30 a m; 4*, 11 30° p m.
" Chase's, 8 30 a m; 4* p m.
" Stemmer's Run, 8 30, 4° p m,
" Baltimore, 8 30 a m; 12 15°, 4°, 11 30° p m.

NORTHWARD.

Trains for Philadelphia will leave as follows:

From Baltimore, 7 30, 9 50° a m; 2 55°, 7 30°, 10 45* p m.
" Stemmer's Run, 7 57 a m.
" Chase's, 8 08 a m., 3 32* p m.
" Magnolia, 8 22 a m; 3 43°, 8 17° p m.
" Edgewood, 8 27 a m; 3 47° p m.
" Perrymansville, 8 39 a m; 3 59°, 8 35* p m.
" Aberdeen, 8 46 a m; 8 43° p m.
" Havre-de-Grace, 12 07°, 8 57, 11 06° a m; 4 17°, 8 53° p m.
" Perryville, 12 16*, 9 06, 11 16° a m; 4 26°, 9 03° p m.
" Principio, 9 14 a m.
" Charlestown, 9 20 a m; 9 15° p m.
" North East, 9 26 a m; 4 45*, 9 21° p m.
" Elkton, 9 41 a m; 4 59*, 9 34* p m.
" Newark, 9 55 a m; 5 13°, 9 48* p m.
" Stanton, 10 06 a m; 9 59* p m.
" Newport, 10 11 a m; 10 04° p m.
" Wilmington, 1 35*, 6 45, 6 50, 8 10, 10 30 a m., 12 30*, 2 00, 4 00, 5 50*, 7 15, 10 26° p m.
" Bellevue, 6 57, 7 09, 8 22, 10 42 a m; 2 12, 4 12, 7 27 p m.
" Claymont, 7 05, 7 24, 8 30, 10 50 a m; 2 20, 4 20, 7 35, 10 42* p m.
" Linwood, 7 12, 7 33, 8 37, 10 56 a m; 2 27, 4 26, 7 41, 10 46° p m.
" Trainer's, 7 14, 7 35, 8 39 a m; 2 29, (4 28 Saturdays only) 7 43 p m.
" Thurlow, 7 17, 7 41, 8 42, 11 01 a m; 2 32, 4 32, 7 47 p m.
" Lamokin, 5 45, 7 20, 7 44, 8 25, 8 45, 9 15, 11 04 a m; 1 00, 1 45, 2 35, 4 35, 5 30, 6 30, 7 50, 9 00 p m.
" Chester, 5 48, 7 23, 7 48, 8 28, 8 48, 9 18, 11 07 a m; 1 03, 1 48, 2 38, 4 38, 5 33, 6 19*, 6 33, 7 53, 9 03, 10 36° p m.
" Crum Lynne, 5 54, 7 29, 7 54, 9 24 a m., 1 54, 2 44, 5 39, 6 39, 7 59, 9 09 p m.
" Ridley Park, 5 57, 7 32, 7 57, 8 56, 9 27, 11 16 a m., 1 10, 1 57, 2 47, 4 47, 5 42, 6 42, 8 02, 9 12, 11 04 p m.
" Moore's, 6 00, 7 35, 8 00, 9 30 a m., 2 00, 2 50, 5 45, 6 45, 8 05, 9 15 p m.
" Glenolden, 6 03, 7 38, 8 03, 9 33 a m., 1 15, 2 03, 2 53, 4 52, 5 48, 6 48, 8 08, 9 18 p m.
" Sharon Hill, 6 06, 7 41, 8 06, 9 36 a m., 1 18, 2 06, 2 56, 4 55, 5 51, 6 51, 8 11, 9 21 p m.
" Darby, 6 09, 7 44, 8 09, 9 07, 9 39 a m., 1 21, 2 09, 2 59, 4 58, 5 54, 6 54, 8 14, 9 24 p m.
" Paschall, 6 11, 7 46, 8 11, 8 45, 9 41, 11 27 a m., 1 23, 2 11, 3 01, 5 01, 5 56, 6 56, 8 16, 8 26 p m.
" Bonnaffon, 6 13, 7 48, 2 13, 9 43 a m., 2 13, 3 03, 5 58, 6 58, 8 18; 9 28 p m.
" Mt. Moriah, 6 15, 7 50, 8 15, 9 45 a m., 2 15, 3 05, 6 00, 7 00, 8 20, 9 30 p m.
" 58th street, 6 17, 7 52, 8 17, 9 47, 11 31 a m., 2 17, 3 07, 6 04, 7 02, 8 22, 9 32 p m.

PORT DEPOSIT BRANCH.

Trains from Port Deposit will leave as follows:
For Perryville, 6 30, 8 30, 11 00 a m; 2 00, 3 15, 5 50 p m
For Havre-de-Grace and Baltimore, 6 30, 11 00 a m; 2 00, 5 50 p m.
For Baltimore and way stations, 6 30, 11 00 a m; 5 50 p m.

Trains for Port Deposit will leave as follows:
From Baltimore, stopping at all way stations, 7 30 a m; 5 05 p m.
From Baltimore, stopping only at Havre-de-Grace and Perryville, 9 50 a m.
From Baltimore, stopping only at Chase's, Magnolia, Edgewood, Perrymansville, Havre-de-Grace and Perryville, 2 55 p m.
From Perryville, 7 30, 9 06, 11 25 a m; 2 30, 4 25, 7 00 p m.

The 11 25 a m; 2 30 and 7 00 p m trains from Perryville connect at that place with trains from Philadelphia.

DELAWARE DIVISION.

Trains from Philadelphia will leave as follows:
For Stations on Delaware Division and all connections, 8 30 a m.
For Seaford and way stations, connecting at Clayton for Smyrna and at Townsend with Queen Anne's and Kent Railroad for all stations, 5 15 p m.
For Delmar and way stations 8 30 a m; 11 30 p m.

The 12 15° p m train from Philadelphia also connects at Wilmington with train for New Castle.

Trains for Philadelphia leave as follows:
From Wilmington, connecting with Delaware Division train from Seaford and way stations, with Smyrna train at Clayton; and with Kent County trains at Townsend, 10 30 a m.
For Wilmington, connecting with train from all stations on Delaware Division and all connections, 4 00 p m.
For Wilmington, connecting with train from Delmar and way stations, 4, 10 26 p m.

PHILA. AND BALT. CENTRAL RAILROAD.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroads.

Trains from Philadelphia will leave as follows:
For Port Deposit, 7 00 a m, 4 30 p m.
For Oxford, 7 00, a m; 4 30, 6 30 p m, (3 30 p m Wednesdays and Saturdays.)
For Chadd's Ford, 7 00, 10 00 a m; 4 30, 6 30 p m; (3 30 p m Wednesdays and Saturdays.)

Trains for Philadelphia will leave as follows:
From Port Deposit, 9 25 a m, 4 25 p m.
From Oxford, 6 10, 10 30 a m; 5 30 p m.
From Chadd's Ford, 7 20, 11 53 a m; 4 20, 6 48 p m.

The 6 45 a m and 4 00 p m trains from Wilmington connect at Lamokin with trains from Philadelphia for the Philadelphia and Baltimore Central Railroad.

SUNDAY TRAINS.

No trains will be run on Sunday except those named below:

Trains from Philadelphia will leave as follows:
For Lamokin and Intermediate Stations, 1 00 p m.
For Wilmington and way stations, 8 00 a m, 9 15 p m.
For Baltimore, stopping at the principal stations, 11 30* p m.

Trains for Philadelphia will leave as follows:
From Lamokin and Intermediate Stations, 9 15 p m.
From Wilmington, stopping at way stations, 5 30, 6 30 p m.
From Baltimore, stopping at principal stations, 7 30*, 10 45* p m. H. F. KENNEY Sup't

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD,

SPECIAL NOTICE.

On and after WEDNESDAY, October 18th, 1871, a passenger car will be attached to the freight train leaving Philadelphia, 9.00 p. m., for Wilmington.

The train will stop at Stations as follows, when signalled; Gray's Ferry, 9.12 p. m. Lazaretto 9.38 p. m; Chester, 9.41 p. m; Lamokin, 9.45 p. m; Thurlow 9.48 p. m; Linwood, 9.55 p. m; Claymont, 10.01 p. m Ellerslie, 10.18 p. m; arrive Wilmington, 10.30 p. m. [oct20] H. F. KENNEY, Sup't.

Philadelphia, Wilmington and Baltimore Railroad.

Delaware Division Time Table.

SPRING ARRANGEMEMT.

On and after MONDAY, April 21st, 1873, (Sundays excepted,) Trains will leave as follows:

NORTHWARD.	Passenger.	Passenger.	Mixed
		A. M.	P. M.
Delmar,		11.00	2 45
Laurel,	A.M.	11.17	3 12
Seaford,	6 30	11.26	3 43
Bridgeville	6 48	11.54	4 20
Greenwood	6 58	12.06	4 40
Farmington	7 08	12.15	4 55
Harrington,	7 25	12 30	5 20
Felton,	7 36	12 50	5 42
Canterbury,	7 43	12 57	5 49
Woodside,	7 49	1 04	5 56
Wyoming,	7 56	1 14	6 10
Dover,	8 03	1 26	6 23
Moorton	8 14	1 37	6 40
Brenford	8 21	1 45	6 48
Smyrna,	8.05	1 35	
Clayton,	8 29	1 54	6 56
Green Spring,	8 34	2 00	7 02
Blackbird,	8 43	2 12	7 12
Townsend,	8 51	2 20	7 18
Middletown,	9 09	2 38	7 39
Mt. Pleasant,	9 19	2 49	7 52
Kirkwood,	9 29	3 00	8 06
Rodney,	9 33	3 05	
Bear,	9 41	3 15	
State Road,	9 45	3 20	
New Castle,	9 55	3 33	
Wilm'gton, arrive	10 15	3 55	8 37
Philadelphia, arrive	11.45	5 25	9 00
	P.M.		11 30
Baltimore, arrive	1 05	8 10	A. M. 3 50

SOUTHWARD.	Passenger.	Passenger.	Mixed.
	A.M	P.M	P. M.
Philadelphia..	8 30	5 00	11 30
Baltimore,	7 25	2 55	7 30
Wilmington	10 10	6 25	12 55
N. Castle	10 30	6 45	1 20
State Road,	10 35	6 50	
Bear,	10 45	7 00	
Rodney,	10 50	7 05	
Kirkwood	10 57	7 13	
Mt. Pleasant	11 07	7 26	
Middletown	11 25	7 44	
Townsend,	11 34	7 54	2 24
Blackbird,	11 39	8 00	2 38
Green Spring,	11 48	8 08	
Clayton,	11 55	8 14	
Smyrna, (arrive)	12 10	8 30	3 05
Brenford,	12 01	8 19	
Moorton,	12 09	8 25	
Dover,	12 21	8 37	3 42
Wyoming,	12 32	8 44	3 52
Woodside,	12 40	8 51	
Canterbury,	12 45	8 56	
Felton,	12 50	9 02	
Harrington,	1 07	9 18	4 09
Farmington,	1 15	9 26	4 17
Greenwood,	1 26	9 38	4 51
Bridgeville	1 37	9 46	5 05
Seaford,	1 58	10 00	5 20
Laurel,	2 12		5 47
Delmar,	2 25		6 11
			6 30

The Mixed Train will run subject to delays incident to freight business, and will stop only at stations where time is given.

NEW CASTLE TRAINS.

Leave New Castle for Wilmington and Philadelphia at 7.40 A.M. Leave Philadelphia at 12 15 P.M. and Wilmington at 1.25 P. M., for New Castle.

SMYRNA BRANCH TRAINS.

Additional to those above, leave Smyrna for Clayton 11.30 a. m., and 7.35 p. m., Leave Clayton for Smyrna 8.40 a. m., and 2.00 p. m., to make connection with trains to and from Dover, and stations South.

CONNECTIONS.

At TOWNSEND, with the Kent County and Queen Anne's & Kent Railroads.
At CLAYTON, with the Maryland and Delaware Railroad.
At HARRINGTON, with the Junction and Breakwater Railroad.
At SEAFORD with the Dorchester and Delaware Railroad.
At DELMAR, with the Eastern Shore Railroad and Wicomico and Pocomoke Railroad.

H. F. KENNEY, Supt.

Philadelphia, Wilmington and Baltimore Railroad.

DELAWARE DIVISION.

IMPORTANT NOTICE—On and after Monday, April 21st, 1873, a Passenger Train will leave Seaford at 6.30 a. m. for Philadelphia, Baltimore and intermediate stations.

The 6.25 p. m. train from Wilmington with Philadelphia and Baltimore connection, will run to Seaford. Arriving at 10.00 p. m. Making three daily trains to and from Seaford.

On and after the above date this Company will discontinue running the early morning and evening trains between Milford and Harrington.

H. F. KENNEY, Sup't.

Wilmington and Western R R.

TIME TABLE.

SPRING ARRANGEMENT.

Commencing April 7th, trains will run as follows:
Leave Wilmington 7 00, 10 40 a m, and 5 35 p m.
Leave Landenberg 6 45, 10 55 a m and 3 50 p m.
Arrive at Wilmington 7 55 a m, 1 00 and 5 00 p m.
Arrive at Landenberg 9 20, 11 57 a m and 7 00 p m.

CONNECTIONS—Trains leaving Wilmington at 10 40 a m with train leaving Philadelphia at 8 30 a m; Baltimore at 7 30 a m, and Delaware R R trains arriving at 10 15 a. m.

Trains leaving Wilmington at 5 35 p m. connects with train leaving Philadelphia at 4 00 p m.

Train arriving at Wilmington at 7 55 a m, with train Philadelphia at 8 10 a m.

Train arriving at Wilmington at 1 00 with train for Philadelphia at 2 00 p m.

Train arriving at Wilmington at 5 00 p m with train for Baltimore and Washington at 5 17 p m: with train for Philadelphia and New York at 5 50 p m, and with Delaware R R trains at 6 25 p m.

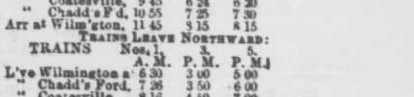
SUNDAY TRAINS.

Leave Wilmington 1 00 and 6 30 p m.
Leave Landenberg 8 15 a m., and 4 45 p m.
Arrive Wilmington 9 30 a m., and 6 00 p m.
Arrive Landeberg 2 17 p m., and 7 47 p m.
Trains arriving in Wilmington at 6 00 p m., connect with train for Philadelphia at 6 30 p m.

Omnibus connections between W. and W. and P., W. and B. Depots, and cars of the Wilmington City Railway.

ap4-w DAVID CONNELL, Supt.

WILMINGTON AND READING R R



Winter Arrangement.

On and after Monday, December 2,

Passenger Trains will run as follows:

TRAINS	Nos. 2.	4.	6.
	A. M.	P. M.	A. M.
Leave Reading at	7 40	4 05	
" Birdsboro',	8 10	4 35	
" Coatesville,	9 45	6 24	6 20
" Chadd's F'd,	10 55	7 25	7 30
Arr at Wilm'gton,	11 45	8 15	8 15

TRAINS LEAVE NORTHWARD:

TRAINS	Nos. 1.	3.	5.
	A. M.	P. M.	P. M.
L've Wilmington a'	6 30	3 00	5 00
" Chadd's Ford,	7 26	3 50	6 00
" Coatesville,	8 16	4 50	7 00
Arr at Birdsboro',	9 55	5 35	
" Reading,	10 20	7 15	

CONNECTIONS.

At Wilmington, with trains to Philadelphia and Baltimore, and with Delaware Railroad trains.—Nos. 2 and 3 make direct connections with trains to and from Washington.

At Chaddsford, trains Nos. 1, 2, 3 and 5 for Philadelphia. Nos. 4 and 5 with trains for Philadelphia. Trains Nos. 1, 5 and 6 with trains for Port Deposit.

At Coatesville, all trains connect with trains for Philadelphia and Harrisburg. Trains Nos. 2 and 3 make direct connection with trains to and from Philadelphia.

At Birdsboro', trains 1 and 3 connect northward and southward with Philadelphia and Reading Railroad, and 2 and 4 with southward bound trains. Train No. 4 connects with train from Philadelphia.

C. STOLZ,
General Superintendent

TO THE PUBLIC.

The Wilmington and Reading Railroad Company have completed arrangements to carry Money Packages and Express Matter to and from all points on the line of their road and West Chester.

Also, to all points on the Philadelphia and Reading and Catawissa Railroads, including Reading, Allentown, Columbia, Harrisburg, Lancaster, Downingtown, Mahoney City, Mt. Carmel, Norristown, Pottsville, &c.

For further information apply at the Depot, corner of Front and Madison streets, Wilmington.

Express matter sent to Franklin Telegraph office, No. 2 West Third street, or to their Depot, Front and Madison, or orders left with McMullen & Seal, delivering agents, will receive prompt attention.

C. STOLZ,
au6-tf Gen'l Sup't W. & R. R. R. Co.

BUSH'S
STEAM FREIGHT LINE
Leaves 3d wharf above Chestnut street, Philadelphia, daily at 5 p. m., and French street wharf, Wilmington, at 6 p. m. Freight handled carefully and forwarded with dispatch.
G. W. BUSH.
aprl