## LETTER FROM ATLANTIC CITY.

SEVENING TELEGRAPH SPECIAL CORRESPONDENCE. ATLANTIC CITY, June 23, 1866.

Progress is a principle which never rests. In some sections it may pause, or be retarded in its onward march, but it ever possesses a power of vitality which manifests itself in various forms. Revolving seasons, in many instances, totally change the features of localities; but some places develope these changes in more striking characteristics than others. This fact is forcibly demonstrated in the condition in which we now find Atlantic City, and nearly all the stretch of country traversed by the Camden and Atlantic Rallroad.

The changes which twelve years have made in the topographical features of this island are in the highest degree astonishing. Before the railroad was completed it was nothing more than a desolate and sandy waste, overgrown with thick underbrush and dwarf trees, with here and there a few rude habitations, built in primitive style, and occupied by the families of fishermen and others engaged in the occupation of coasting. Ponds of water stretched parallel with the sandbanks that faced the ocean like a line of breastworks, and the ever rolling surf broke gracefully upon the beach, while the winds carried the sand backward and forward, torming sittle mounds and hills all along the shore, Now these ponds are no more; the sand-hills to a great extent are cut down, levelled, and built upon; and the tangled brush wood has been cleared away in order to give place to those improvements which are the results of the progress and order of civilization. Where pools of water formerly stood, now are seen well-cultivated vardens, and the cheerful notes of music and singing are heard on the very spots where, but a few years since, croakers "made night hideous with discordant sounds," Broad and handsomely laid out avenues trawerse the entire length of the city, upon which tastefully constructed cottages, hotels, boarding-houses, and various private residences are built, forming the initial of, at no distant day, a place of magnitude, attraction, and importance.

Nor is this progressive spirit any the less ob. servable on the line of the railroad. Hammonton, Elwood, Egg Harbor City, and many other towns and places have sprung up like magic, and present an enterprise scarcely equalled in any part of the State. The wild barrens and once despised sofl of South Jersey has been found to possess qualities of an extraordinary character, susceptible of producing most kinds of agricultural crops, grapes, berries, etc., in abundance. Men of science, industry, and capital are locating themselves in various places contiguous to the railroad, and are devoting themselves to the development and cultivation of the soil. But a few years, therefore, will clapse before all the available farm lands for miles in extent, at all accessible to railroad communication, will present one unbroken, cultivated garden, teeming with fruit, berries, grain, and every kind of valuable luxuries produced by agriculture in this climate.

More than the usual activity prevails at the present time in this city, incident to the opening of the sesson, which will be formally inaugurated on the 27th instant by throwing open the doors'of the United States Hotel, Messrs, Woelpper & Brown, the courteous proprietors, have been energetically engaged in cleaning and preparing for that momentous event, and have placed their immense establishment in a condition which, for accommodations, cannot fail to gratify every visitor or boarder. A large number of cottagers have thus early come down. and have placed their dwellings and yards in attractive condition, thus giving a life-like and livable appearance to all the wide avenues of the city. During the past year a large number of new buildings have been constructed, and several large new hotels fitted up for the

As a place of summer resort, Atlantic City has become lamous. There are so many advantageous features connected with it, that the public have long since become attached to this seaside city. The bathing grounds are unsurpassed, and the accommodations of the hotels and boarding houses are ample and satisfactory. These favorable features more than compensate for any annoyance experienced by the sandy condition of the soil where avenues are not gravelled. But as these annoyances are fast disappearing in the general improvement and growth of the place, a vast majority of the visitors here are satisfied, and take pleasure in coming down year after year, and watching the advancement the city is making in all those essentials destined to make Atlantic City a place of note. The time is not far away when the seat of justice for Atlantic county will be removed from May's Landing to this city, measures to that effect having already been agitated.

Your correspondent is pleased to observe a moral element here, which seems to be increasing by all those religious torces which are usually employed for the furtherance of a good principle. During the summer Divine worship is held in various churches. In the Methodist Episcopal and Roman Catholic it is held all the year. Attached to the Methodist Church is a highly flourishing and interesting Sabbath School, which is attended by a large number of children, of nearly all denominations. There are about three hundred eligible to admission into this school, and the teachers are careful and competent, taking great pains in imparting such instruction to their pupils as will be of future use and benefit to them. The citizens, too, have generously contributed towards the establishing of a public school, and have succeeded in providing themselves with as tine a one as can be boasted of in any part of the State, in proportion to the means at command. About two hundred scholars usually attend this school; and, under the careful tuition and superintendence of Mr. and Mrs. Morse, the teachers, it is in a flourishing condition. It has just closed for the summer vacation, and will open its fall and winter term under new and enlarged auspices. It is also contemplated to start an Academy here, for the purpose of teaching the classics and higher branches of education.

What this city requires is a permanent population, and that it is gradually acquiring year after year. Possessing the advantages it does, so far as eligibility of access is concerned-its excellent bathing-its long stretch of beautiful beach for a distance of nine miles along the shore, ought to go far towards inducing hunareds of wealthy, industrious, and business men, with their families, to make it their per-

mapent residence. They would then take an interest in its future welfare, and aid in carrying forward all necessary improvements. With a view to accelerate this condition of things, the railroad company are soon to extend the track of their road some rive or six miles farther down the island, for the purpose of giving greater facilities to those who wish to locate in that direction. This will be an additional inducement for persons to become permanent residents of Atlantic City.

The public houses are now all open, except the "States," and ready for the season. Geerge Hayday, the attentive proprietor of the "Exchange Hotel," is amply prepared for any emergency, and those who know him can well appreciate the courteous attention he always bestows upon his patrons. The "National Hotel and Excursion House," by J. Willitt & Co., is also fully ready, with ample accomodations; while Elias Cleaver, of the "Tammany House," Jonah Wootton & Son, of the "Light-House Cottage," Francis Quigley, of the "Kentucky House," aed Robert B. Leeds, of the Alhambra," are in full sail, with all the luxuries of the season. The States will open on the 27th inst. These, with the other excellent houses, will furnish accommodations for all the visitors who choose to come down. And judging from appearances, everything indicates a lively and active season. The health of the city was never better, there not being a single case of fever or contagious disease on the island. More anon.

Vote of Thanks to General John W. Geary, by Solomon's Lodge, A. F. M. of Savannah.

At a regular communication of Solomon's Lodve, No. 1, A. F. M., of this city, held at their hall on Thursday evening, March 15, 1866, the following preamble and resolutions were red and unanimously adopted:-

Whereas, Upon the evacuation of this city by the Contederate forces on the morning of the 21st of December, 1864, the Masonic Hall building (partly owned by this Lodge), together with the regalia, furniture, and many valuable mementoes of its past history, were placed in imminent danger from the mobs who were plundering many places in the city, and would have probably been greatly injured, or perhaps destroyed, but for the prompi action of Major-General John W. Geary, commanding the Second Division, Twentieth Army Corps, which constituted the advance of the United States army, who, upon being informed of the state of affairs as he marched into the city, promptly placed a strong guard at the disposal of the W. M. of the Lodge, which quickly dispersed the plunderers before any material damage

the plunderers before any material damage had been done to the building. Therefore, be it Resolved, That Solomon's Lodge, No. 1. A. F. M., remembers with deep gratitude this truly Masoric act on the part of General Geary, and also other favors shown to it while commanding officer of this post, and would assure him that his treatment of our fraternity, and the citizens of this place in general in those trying times, gave relief to many anxious hearts, and will always be appreciated by them; and theretore be it turther

Besolved, That the thanks of this Lodge be and the same are hereby tendered to Brother P. G. H. P. John W. Geary, of Pennsylvania, and that the Secretary be instructed to forward a copy of these resolutions to him under the seal of the Lodge Tendered

the seal of the Lodge.

J. H. ESTILL, Secretary.

Two Texas Boys Encounter Bears and In DIANS .- A correspondent of the San Antonio Ledger gives the following:—"As two little boys of Kendall county, one about twelve, sed the other between ten and eleven years of age, were recently coming down from Comfort, with a few packs of shingles and a few beef for market, they saw, on crossing the Little Joseway, three bears, one old one and two half-grown cubs. The boys gave chase and treed the old bear and one of the cubs, and shot both with a rifle. Having put the cub in the wagon, they were trying to roll the old bear to a place where they could load it, when they saw three Indians approaching to attack them. The boys had a six-shooter and rifle, with which they jumped into the wagon and awaited the Indians, whom they represented as almost naked, with their heads stuck full of teathers. The little gentlemen first presented their pistol, which did not stop the approach of the Indians; but when the rifle was elevated the enemy halted, consulted awhile, and then re-tired. The little boys then came on with their team as fast as they could, saving they supposed the Indians had gone off for help, and having themselves escaped death only by showing

VOTE THE WAY YOU SHOT.—The Intelligencer is not satisfied with the Soldiers' Convention at Pittsburg. This is very natural: it was not satisfied with the soldiers when they held their fa-mous mass convention at Murireesboro and Gettraburg in 1863. There were too many "shoul-der-strapped radicals" at both these places to suit the Rebei Democracy. Still our neighbor is consistent. He likes there solutions of the late convention just as little as, and for the same reason that he did not like the resolution that carried the boys in blue up the heights of Lookout Mountain and over the ramparts of Fort Fisher. All this is right and proper. Nobody has charged. The boys in blue are voting the way they shot, and the Intelligencer is writing the way it-didn't shoot. - Lancaster Express.

-Mr. C. H. McCormick, of Chicago, has given to the Union Theological Seminary at Hampden Sydney, Prince Edward county, Virginia, thirty thousand dollars, the endowment of a Professorship. Mr. McCormick has also added five thousand dollars to his contribution of ten thousand for the endowment of a Professorship in Washington College, Lexington, Va., of which General Lee is President. The chair is filled by Processor R. S. McCulloch, formerly of Columbia College, New York.

# FRUITS, NUTS

SARDINES, ETC. ETC. Tranges and Lemons, Messina. Paper Shell and Bordeaux Almonds. Sardines, half snu quarter boxes. Marseliles t live Oil, quarts and pints. Nenpariel Superfine Capers. Spanish and French Olives, in kegs and glass. English Pickies Sauces, and Mustard. American Pickles, in barrels and glass. Tomato Catsup and Pepper sauce, quarts and pints. English Mushroom and Wainut Catsup. Worcestershire and Lucanow Sauce. Bunch, Layer, Seedless, and Valencia Raisins. Zante and Patras Currents, and Citron-French, Turkey, and Imperial Prunes. Grenoble Walnuts, Pecan Nuts, and Fiberts. Italian Maccaroni and Vermicelli.

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At 130 A. M. (Express), for Bethlebem, Allentown Mauch Chunk, Hagleton, Williamsport, and Wilkes barre,
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Chunk.
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For Doylestown at 8:35 A. M., 2:30 and 4:15 P. M.,
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White cars of the Second and Third Streets Line City
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TRAINS FOR PHILADELPHIA,
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Leave Landale at 6 00 A. M.
Leave Landale at 6 00 A. M.
Leave Fort Washington at 10 50 A. M., and 8 15 P. M.
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SUMMER ARRANGEMENT OF PASSENGER
TRAINS June 4 1868
Leaving the Company's Depo: at THIRTEENTH sed
CAITOWHILL Streets Philadelphia at the following
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At 7-30 A. M. for Reacing and intermediate Stations.

ACOMMODATION.

At 8-15 A. M. for Reacing and intermediate Stations.

ACOMMODATION.

At 8-15 A. M. for Reading, Lebanon, Harrisburg: Potesville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Nia, sra Fais, Buffalo, Alentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown etc. etc.

This train connects at READING with East Pennsylvania Enliroad trains for Allentown, etc., and the Leban n Valley train for Harrisburg etc; at PORT CLINTON with Cafawiasa Hallroad trams for Williamsburg, Lock Haven, Fimira, etc.; at HARRIS, EURG with Northern Central Cumberland Valley, and Schuythil and Susquebanna trains for Northumber land, Williamsport, York Chambersburg, Pinegrove, etc.

Leaves Fallacelphia at 3-20 P. M. for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

Leaves Reading at 6-00 A. M., stopping at all way stations, arriving at Philadelphia at 8-50 P. M., Returning, leaves Philadelphia at 8-50 P. M., arrives in Reading at 7-35 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A. M. and Pottsville at 2-45 P. M., arriving in Philadelphia at 1-10 P. M., Atternoon trains leave Harrisburg at 2-10 P. M., Pottsville at 2-45 P. M., arriving in Philadelphia at 6-46 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reading at 7-30 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 7-50 A. M., and Harrisburg at 4-10 Leaves Reading at 4-5

at 645 P. M.

HARRISBURG ACCOMMODATION.

Leaves Reading at 730 A. M. and Harrisburg at 410
P. M. Counce ing at Reading with Alternoon Accommodation south, at 6:30 P. M., arriving in Philadelphia Modalion south, at 6 b P. M. Market train, with passenger car attached, leaves Philadelphia at 12 45 noon for Reading and all way stations. Leaves Reading at 13 30 A. M. and Downingtown at 12 30 P. M. for Philadelphia and all way stations. All the above trains run daily, sundays excepted. Sunday trains leave Pottsville at 8 50 A. M. and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at 8 50 A. M.; returning from Reading at 4 25 P. M.

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Passengers for Downingtown and intermediate points take the 7:39 and 8:15 A. M. and 5:0 P M. trains from Philadelphia, returning from Downingtown at 6:35 A. M. Philadelphia, returning from Downingtown at 6 35 A. M. and 173- noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 2 A. M., and 8'60 P.M., Dassing Reading at 1-85 and 11 53 A. M. and 1-48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Radiroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9-65 A. M. and 9-15 P. M., passing Heading at 449 and 18-52 A. M., and 11-30 P. M., and arriving in New York at 16 A. M. and 2 45 P. M., Sleeping cars as commany these trains through netween Jersey City and Pittsburg, with out change.

lo A. M and 2 45 P. M. Sieeping cars ascommany these trains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 2 10 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILEOAD.

Trains leave Pottsville at 7 and 11 30 A. M., and 7 15 P. M. leturoing from "amaqua at 735 A. M. and 149 and 415 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILEOAD. Trains leave Auburn at 7 30 A. M. for Pinegrove and Harrisburg and 1 50 P. M., for Pinegrove and Tremont, returning from Harrisburg at 3 20 P. M., and from Tremont at 7 35 A. M. and 5 25 P. M.

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9 HROUGH IN TWO HOURS,
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Special Facursion.

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W EST JERSEY RAILROAD LINES, FROM

V foot of MARKET Street (Upper Ferry), Commencing THURSDAY, May 31 1886, LEAVE PHILADE, PHIA AS FOLLOWS:— 8 A. M Mail, for Bridgeton, Salem, and all interme-iate stations

A.A. Mail, for Bridgeton, Salem, and all intermediate stations.

9.A. M. Mail for Cape May, stopping at Woodbury, Glassboro', Vineland, and Millylile, and all stations beow Milylile. Due 12:35 M.

3.1 M. Accommodation, for Cape May, stopping at Woodbury and Glassboro, and all stations below Glassboro, Due 8:5P, M.

3.30 P. M. Passenger, for Bridgeton, Salem, and all intermediate stations.

6. P. M. Woodbury Accommodation.

RETURNING TRAINS

Leave Cape May 630 and 11 A.M.

Bridgeton 7 A. M. and 3:59 P. M.

Salem 6:45 A. M. and 3:59 P. M.

Ticket Office in Ferry Building, foot of Market's reet, THEOUGH TICKETS can also be purchased at Graham's Baggage Express Office. No. 162 S. IWELFTH Street. Philade pnia where orders are received for Baggage which will be called for and checked at re. idences, Freight will be received at Second Covered whard below Wal NUT Street, from 7 A. M. until 5 P. M. That received at or before 9 A. M. will go through the same day

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Leave Westward—Erie Mail, P. M.; Erie Express
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H. F. HOUSTO:, General Freight Agent, Phila
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A. L. TYLLER General Supt't, Williamsport.

T. OR NEW YORK,—THE CAMDEN AND

HOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad ompany's Lines.

ROM PHILADELPHIA TO NEW YORK and Way Places, from Walnut Street Whatf, will leave the property of th as lollows, viz:-At 5 A. M., via Camden and Amboy, Accome ods 

The 6 45 P. M. Line will run daily. All others Sundays excented 417 39 and 11 A. M., 3 3 39 4 30 5, and 6 45 P. M. and 5 10 tight for Bristol. Trenton etc. At 7 and 10 15 A. M., 12 M. 3 4 5 and 6 P. M., for Cornwell's Terrisdale Holmsebure, Tacony Wissinoming, Bridesburg, and Frankford, and at 10 15 A. M. or Bristol. Schench's, Eddington, and 8 P. M. for Holmesburg and Intermedia e stations. At 7 39 A. M. and 3 39 P. M. for Niagara Falls, Buffalo, Dunkirk Canandabun, Elmira, Ithaca Owego, Roches er Binghampton Oswego Syracuse Great Bend. Montrose Wilkesbarre Scranton Stoudsburg, Water Gap, Lelvidere, Essaton, ismbertyllie elemington etc. The 3 50 i. M. Line connects direct with the train leaving Easton for Mauch Chunk. Allentown, Bethle bem etc. hem etc.
At 5 F. M. for Lambertville and intermediate stations.
June 1, 1666. WILLJAM H. GATZMER, Agent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILBOAD,

Commencing MONDAY April 18 1896. Trains will lease Depot corper of EROAD Street and WASHING-TV NAVENDS as tollows. lease Depot corner of BROAD Street and T. S. Avenue, as follows:—
Express Trim at 415 A. M. (Mondays excepted) for Baltimore and washington stopping at Chester, William Sortheast, Perryville, Tayro de Grace. Aberdeen, Perry man's, Magnolia, Chase's Stammer's Run. Strimer's Bun.

Way Mail Train at 8 lb A M. (Sundays excepted), for Bastimore, stopping at all regular stations, between Philadelphia and Bastimor.

Delaware Mailroad Train at S A. M. (Sundays excepted., for Princess Anne, Milford, and intermediate cepted. for Princess Anne. Filtord, and intermediate stations.

Express Train at 11-45 A. M. (Sundays excepted), for Ballimore and Washington.

Express Train at 3 P. M. (Sundays excepted) for Ballimore and Washington stopping at hester, Claymont Wilmington, Newarz, Fikton, Northeast Perryville, Havie de Grace. Aberdeen, Perryman's, Edgewood Magnolia, Chare's and Stemmer's Rua.

Night Express at 11 P. M., for Baltimore and Washington. gton.

Tassengers by Boat from Ra timore for For ress Mones Noricik City Point, and Elchmond, will take the roe Noricik City Point, and Richmond, will take the 1145 A M train.
WILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and Wilmington. mington.
Leave Philade phis at 9, 11 15 A. M., 430 6 and 11 30
P. M. The 4 30 P. M. train connects with Delaware
Railroad or Harrington and intermediate stations.
Leave Wilmington at 6 45 8 and 9 36 A. M., 4 and 6 30
P. M. rains for New Castle leave Philadelphia at 9 A. M.,

Trains for New Castle leave Philadelphia at JA. M., 4 36 and 6 P. M.

HROUGH TRAINS FROM BALTIMORE
Leave Wilmington at 11 A M., 4 36 and 10 P. M.
CHE-TER FO-PHILADELPHIA.
Leave Chester at 7 46, 8 46, 19 14 and 11 40 A. M., 4 43, 5. 10,726 and 19 36 P. M.
FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 7-35 A M., Wav-mail 9-20 A. A.
Express. 1 10 P. M., Express. 6 35 P. M., Express. 8 2
P. M., Express

Leave Balance Santanese Leave Balance Santanese Santanese TRAINS FOR BALTIMORE
Leave Ches erat 4 40 and 8 52 A. M., and 3 38 P. M.
Leave Wilmington at 5 23 and 9 33 A. M. and 4 15 P. M.
Freight Trains with Passenger cars attacased will cave as follows:— Wilmington for ferry vibe and intermediate stations at 6 5 P. M. Baltimore for Havre-de Grace and intermediate stations at 4 45 P. M. Perryville for Wilmington and intermediate stations at 5 00 A. M. connecting at Wilmington with 8 A. M. train for Philadelphia.

SUNDAY TRAINS.

Becling at Wilmington with 8 A. M. train for Philadeiphia

SUNDAY TRAINS.

Express Train at 415 A. M. for Haltimore and Washington Stopping at chester, Wilminston, Newark Elkton, Northess: Perryville Havre-de-Grace, Aberdeen, Pett Imis's Magno ia, chase's and Stemmer's Run. Night Express. If P. M. for Baitmore and Washington, Accommodation Trein at 136 P. M. for Wilmington and intermediate stations.

Leave Baitmore at 825 P. M. stopping at Havre-de-Telester, Ville, and Wilmington, Also s one at Elkton and Newark (to take passengers for Philadelphia and leave passengers from Washington or Baitmore) and Chester to leave passengers from Baltimore or Washington.

Accommodation Train from Wi mington for Philadel phila and intermediate stations at 6 % r. M. 4 16 B. F. KENNEY, Superintendent. DENNSYLVANIA CENTRAL RAILROAD.—
SUMBER ARRANGEMENT.
The Trains of the Pennsylvania Central Railroad leave the Bepot, at Thirty-first and Market streets, which is reached by the cars of the Market Street Passenger Bailway, running to and from the Depot. The last car leaves Front street about 30 minutes prior to the departure of each Train.
On Sundays—Cars leave Eleventh and Market streets 45 minutes before the departure of each Trains Mann's Baggage express will car for and deliver Baggage at the Depot. Orders left at the Office, No 691 Chesnut street, will receive attention.

Thank LEAVE DEPOT VIE.—

TRAISS LEAVE DEPOT VIZ. 1-

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and a ter WEDNESDAY, May 16, 1866,

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 a. M., 1, 2, 3\*10, 354, 4, 5, 554, 8, 7, 8, 10, 11, 12 a. M., 1, 2, 3\*10, 11, 2, 3, 4, 4, 6, 64, 7, 8, 9, 10, 11 P. M.
Leave Germantown 6, 7, 7%, 8, 8, 20, 9, 10, 11, 12 a. M.
1, 2, 3, 4, 4%, 6 6%, 7, 8, 9, 10, 11 P. M.
2 he 8 2 cown train, and 3% and 5% up trains will no stop on the Germantown Branch.
ON SUN DAYS.
Leave Philadelphia 9:10 A. M., 2, 3, 5, 8, 10% P. M.
Leave Germantown 8 A. M., 1, 4, 6%, 9% P. M.
Leave Chesnut Hill 7:10 minutes, 8, 940, 11\*40 A. M.
1\*40, 3\*40, 5 40, 6\*40, 8\*40, and 10\*40 minutes P. M.
Leave Chesnut Hill 7:10 minutes, 8, 840, 11\*40 A. M.
1\*40, 3\*40, 5 40, 6\*40, 8\*40, and 10\*40 minutes P. M.
Leave Chesnut Hill 7:40 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 2, 5 and 8 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 2, 5 and 8 P. M. Leave Chesnat Hill 740 minutes A. M., 2, 5, and 8 P. M.

25 minutes P. M.

FUR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 825 minutes, 11:05 A. M., 15:3,

45: 65: 65: 865 minutes, and 11:2 P. M.

1 cave Norristown 55: 7, 7:50.9, 11 A.; M., 15: 45: 65:

1 cave Norristown 55: 7, 7:50.9, 11 A.; M., 15: 45: 65:

1 cave Norristown 55: 7, 7:50.9, 11 A.; M., 15: 45: 65:

1 cave Philadelphia 9 A. M., 25: 4 and 75: P. M.

Leave Philadelphia 9 A. M., 25: 4 and 75: P. M.

Leave Philadelphia 6. 8 25 minutes, 1:05 A. M., 15: 3,

45: 55: 65: 855. and 15: P. M.

Leave Manayunk 65: 75: 820. 95: 115: A. M., 2, 5: 65:

85: P. M.

ON SUNDAYS.

ON SUNDAYS,
Leave Philadelphia 9 A. M., 2% 4, and 7% P. M.
Leave Manayunk 7% A. M. 1%, 6 and 9% P. M.
W. S. WIL-ON, General Superintender t.
Bepot NINTH and GREES Streets

REIGHT LINES FOR NEW YORK AND Lai the stations on the CAMDEN and AMBOY and connecting Rai-roads. INCREASED DESPATCH.

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Returning, the above lines will leave New York at 12 moon and 4 and 8 P. M

Freight for Trenton. Princeton Kingston, New Brunswick, and a 1 points on the cameer and Amboy Rail road; also, on the Be v dere Delaware and Fremington the New Jersey the Freehold and Jamesburg and the Burlington and Mount Holly Railroads, received and torwarded up to 1 P M.

The Belvidere De aware Reliroad connects at Phi linsburg with the Lehigh Val oy Railroad, and at Manunkachunk with ail points or the De'aware, Lackawanna, and Western Rail road, forwarding to cyracese, Buffato, and other toints in Western New York

The New Jersey Railroad connects at Elizabeth with the New Jersey Hailroad connects at Elizabeth with the New Jersey Hailroad connects at Elizabeth with the New Jersey Hailroad connects at the Newark with the Morris and Essex Railroad

A silp memorandum, specifying the marks and numbers, shippers, and consistness, must, in every matance be sent with each load of goods, or no receipt will be given.

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be sent with each load of goods, of no receipt will be given.

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WALTER FREES AN, Freight Agent.

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ORANGE AND ALEXANDRIA RAILROAD. On and arrer MONDAY February 12 two daily trains will run between Washington and Lonchurg, connecting at Gordensyl le with Virein's Central Rail road trains to and from Richmond as follows:

It ave Wesbington daily (Sunday exc pted), as 6.45

A. M., and spive at Lyncaburg at 5.45 P. M.
Leave Lynchurg at 7 A. M. and arrive at Washington at 5.26 P. M.

EXTRESS OF A STATES OF A EXPRESS TRAIN

Leave Washington delivathelinding Sunday at 6-05 PM and arrive at Lynchburg at 6-00 A M
Leave Lynchburg at 6-30 F. M and arrive at Wasning ton at 6-16 A M Leave Lynchburs at 6:38 f. M and arrive at Wasn'ng ton at 6:10 A M

both trains making close connections at Lynchburg for all points South and Southwest, and at Washington for Nor h and Northwest.

First-class sleeping cars attached to the night trains.
The road is a structive, not on y or its come or able accommodations, but for the fact that it passes the now historic localities of Fairfax, But Run Manassas, Bristoe, Catlett's. Rappathannock. (Supeper Orange and Gordonsylle places of imperiabable interest in the popular wind.

Through tickets to all points fouth and Southwest may be had in Rosion, New York Philad lobis, and Baltimore, and at the cases of the road in Washington Alexandria. FLAGS, FIREWORKS, &c.

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itoards. roards.
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