FRENCH HISTORY.

Concluding Volume of Napoleon I's Correspondence.

The Imperial Commission charged with the collection of Napoleon's letters has just terminated its task in a rather abrupt and unsatisfactory manner; it is evident that a great many letters must have been suppressed out of consideration for families who support the present regime, and for the regime itself. The twenty-eighth and last volume embraces the period generally known as "The Hundred Days," during which time Napoleon plaided in appeal, and tried to quash the judgment which had sent him an exile to Elba. Before landing in France he drew up various manifestoes: to the army he spoke of the victories they had gained together, and complained of the defection of Marmont and Augereau, which had compromised everything. He made a concession to the Republican party, which he had always hated more than the most rabid Bourbons—he called the French people "citoyens," and accepted the proffered services of Carnot. Convinced of the necessity of conciliation, he then held out his hand to the constitutional party, and offered the country the famous "additional act," which was drawn up by Benjamin Constant, and was certainly a more liberal instrument than the charter which Louis XVIII conceded as an act of his sovereign will.

The first letters in this volume show that great difficulty was experienced in getting men and arms and money to pay the artisans engaged in mending damaged firelocks. Napoleon even proposed to purchase 100,000 stand of arms in England, and in default of them he took lads from school to fight his battles. Whilst his Majesty was yet at Lyons he wrote the following note to Ney:—"My cousin—My adjutant-general will send you your marching orders. I feel sure that on hearing of my arrival in this city you have persuaded your troops to return to the tri-colored flag. Execute the orders sent by Berrand, and come and join me at Chalons. I shall receive you as on the morning after the battle of Borodino—NAPOLEON." Ney, a few days before, had accepted the command of the royal troops, and had promised to bring back "that madman in an iron cage." But if Ney was pardoned, proceedings were ordered to be taken against "le sieur de Talleyrand," Minister in Switzerland, and others. On the 10th of April, 1815, Napoleon wrote to Marshal Davoust, Prince of Eckmuhl:—"My cousin, you will efface from the list of marshals the Prince of Neufchatel and the Dukes of Ragusa, Belluno, Castiglione, and Valmy," men better known as Berthier, who had long been Napoleon's chief of staff and intimate friend; Marmont and Victor, both pretty well known to Wellington; Augereau and Kellermann, who reappeared at Quatre Bras. This order, be it remarked, was addressed to Davoust, who, three months later, listening to the advice of Fouche, Duke of Otranto, and President of the Provisional Government formed in Paris after Waterloo, preferred a capitulation to accepting the offers made by Napoleon to serve as a simple general, and stop the allies on their march to Paris.

Murat, of the snow-white plume, was to be brought back to the imperial fold if possible. On the 23d of March the Emperor wrote to Caulaincourt:—"I desire to have an analysis of all the despatches of M. de Talleyrand and the King against the King of Naples, so as to be able to communicate them to him."

In spite of all the weighty matters of state with which his Majesty had hourly to deal, his old habit of meddling with trifles was strong in him. He must know every piece produced on the Paris stage; and on the 25th of March he wrote this highly characteristic letter to the same General Count Bertrand who had sent orders to Ney:—"M. le Comte Bertrand—There are disputes amongst the members of my household. My first 'maitre d'hotel' shall be the one I had at Porto-Ferrajo. The sieur Dousseau shall be my chief cook, the sieur Pierron my head scullion. Dismiss all individuals pretending to the contrary. Present me a simple organization for my household. I do not wish to see any persons filling two offices," etc. etc.

On the 29th of March his Majesty took a more important step. He issued a decree, the first article of which was thus couched:—"From the date of the present decree the slave trade is abolished." On the same day he despatched a curious note to Fouche, ordering him to recover some pictures "which belonged to Prince Joseph; I had them brought from Spain." It is needless to ask how the ex-King Joseph came by them.

On the 1st of April Napoleon wrote to the Emperor of Austria in these terms:—

"Monsieur my Brother and Very Dear Father-in-law:—At a moment when Providence brings me back to my capital and my States, my most ardent desire is to see again the objects of my tenderest affection, my wife and my son. As a long separation has afflicted my heart, so the virtuous princess united to my destiny by your Majesty is impatient for a reunion. If the dignity of the conduct of the Empress during the time of my misfortune has increased the tenderness of your Majesty for a daughter already dear, you will understand, Sire, how much I desire the moment to arrive when I may show her my gratitude. My efforts tend solely to consolidate this throne, which the love of my people has restored to me, and to leave it one day to the infant which your Majesty has surrounded with paternal care. The duration of peace being essentially necessary, etc. etc."

The Emperor of Austria having refused to desert the allies and send back his daughter and the young King of Rome, Meneval was directed to draw up a report of the conduct of Austria, which was to be placed before the Chamber. Napoleon furnished such notes as these:—"Meneval will mention the pain which the Empress experienced when she was torn from the Emperor. She was thirty days without sleeping when his Majesty embarked. He will dwell on the fact that the Empress is really a prisoner, since she has not been permitted to write to the Emperor, and has been forced to promise not to write, etc., etc. Meneval is to give color to his report," as if the thirty days without sleep required an extra coating.

The following letter will give a fair idea of the offhand manner in which Napoleon treated mere artists;—"The Count de Montalivet will testify my satisfaction to Vernet for his fine picture of the battle of Marengo. I think that this picture was ordered by me and belongs to me. Give Vernet a gratification of 6000 francs."

As early as April, Napoleon seems to have divined the intentions of the allies; he ordered Davoust to prepare Paris for fear of an attack, but assured him that the month of May would pass over quietly, and that nothing was to be apprehended till June. In the meantime every nerve was strained to fill up the ranks of the army. On the 20th of May the Emperor wrote to his War Minister:—"My cousin, let me know when one will be able to place the Spanish, Piedmontese, Belgian, Polish, and other foreign battalions in line;" and on the 22d his Majesty demanded six engineers well acquainted with Belgium and the left bank of the Rhine.

On the 7th of June Napoleon opened the Chambers, and portions of his speech have lost none of their interest. He commenced by stating that he had been clothed by the people with unlimited power, that now the dearest wish of his heart was accomplished he had commenced a constitutional monarchy. He declared a monarchy necessary to France in order to guarantee her liberty; his ambition was to see France enjoy all possible freedom—he said possible, because anarchy always brought back an absolute government. The liberty of the press he considered inherent to the present constitution, nor could any change be made without altering the whole political system. He then alluded to the threatened invasion of France which might soon call him to the frontier, and he asked the two houses to show an example to the nation, and, like the Senate of a great people of antiquity, to prefer death rather than survive the dishonor and degradation of France. We know that this language fell exceedingly flat on the ears of the two chambers, either owing to the unimpassioned manner in which it was delivered, or by reason of the unpleasant nature of the concluding paragraph. On the same 7th of June Soult, who had replaced Berthier, was ordered to repair to Lille incognito; he was to create a spy office, and collect intelligence from the wood-rangers of the Ardennes. A few days later Napoleon left Paris, and placed himself at the head of his troops. On the 12th of June he wrote to Davoust to say that he had found at Soissons 500 Polish cavalry without horses, and a depot of Polish infantry in bad order. He directed his War Minister to recruit two battalions amongst the Polish prisoners. He concluded his instructions with these curious words:—"I attach great importance to having the 500 Poles mounted as soon as possible, for by placing them in the advanced posts they will aid other Poles to desert!"

On the 15th of June, Prince Joseph received a letter from Baron Fain:—"Monseigneur:—it is nine in the evening. The Emperor, who has been on horseback since three in the morning, has just entered, overcome by fatigue. He has thrown himself on a bed for a few hours' sleep. He is to be on horseback again at midnight. . . . The army has forced the Sambre near Charleroi," etc. etc. On the 16th of June we have only three letters—a short note to Prince Joseph, in which the Emperor regrets the loss of General Letort in the body of the letter, and says he is better in a postscript; an order to Ney telling him to hold himself in readiness to march on Brussels, and acquainting him with his own movements and those of Grouchy: and finally, a despatch to Grouchy directing him to march on Sombreffe with the right wing, and evidently written early in the morning. On the 17th there are no letters; on the 18th, merely an order to the army, dated 11 A. M., directing the attack on Mont Saint Jean by D'Erlon's corps.

There is something tragical in the way this volume ends with the sudden collapse of a great empire; on the 20th the Emperor, who had stopped in his flight at Laon, wrote his account of the battles of Ligny and Waterloo. He attributed the loss of Waterloo to Ney sacrificing his cavalry. "After eight hours' fighting the army saw with satisfaction," he said, "the battle won and the field in our power. At 8:30 P. M. the four battalions of the middle guard which had been sent up the plateau beyond Mont Saint Jean to sustain the cuirassiers, being harassed by the enemy's grape, marched forward to carry his batteries with the bayonet. The day was drawing to a close when a charge made on their flank by several squadrons of English threw them into disorder; the fugitives repassed the ravine; the neighboring regiments who saw some of the guard retiring in confusion thought that it was the old guard, and broke. Cries of 'All is lost' and 'The guard is repulsed' were heard." Then came a frightful panic, and it was found impossible to reform a single corps; everything was swept away in dire confusion. The Emperor in his report made no complaint of Grouchy not coming up to save the day; he stated that after the manner in which the cavalry had been employed a decided success was not to be hoped for, "but Marshal Grouchy, having learned the movement of the Prussian corps, was following it, and this assured us a brilliant success the next day." It is clear that Napoleon's impression two days after Waterloo was that Grouchy could not have reached the field in time to have taken any part in the action of the 18th of June. As regards the Prussians, the Emperor said that early in the morning he was made aware that a column 15,000 strong had quitted the main body, and might be expected to come into action towards evening, falling on his right flank. About 3 P. M. this column commenced skirmishing with Lobeau's division, and Napoleon was afterwards obliged to send his young guard and several reserve batteries to attack it before marching against the British centre. He makes no mention of more Prussian troops arriving after Bulow's corps had been driven back.

On the 21st Napoleon alighted at the Elysee, and sent a message to the Chambers announcing the result of his campaign. The next day he abdicated in favor of his son. On the 25th of June Bertrand writes by order of the Emperor to Barbier, the Imperial librarian, for various works, especially works on the United States, and a complete collection of the *Moniteur*. His library was to be consigned to some house in America. On the 14th of July Napoleon wrote his memorable letter to the Prince Regent, in which he compared himself to Themistocles, and desired to place himself "under the laws of the most powerful, the most constant, and the most generous of his enemies." The collection closes with the protest written on board the Bellerophon, in which Napoleon takes history to witness that, having for twenty years made war upon the English people, he came of his own free will to seek an asylum in England; "and what greater proof could he give her of his esteem and confidence? But how did England respond to this magnanimity? She feigned to stretch forth a hospitable hand to this enemy, and when he had surrendered himself she immolated him." In spite of the note to Barbier, and the consignment to an American house, it is intended that we should believe that Napoleon did not contemplate crossing the Atlantic.—*Pall Mall Gazette.*

DYEING AND PRINTING.

ESTABLISHED 1819.

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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, AND NORTH, NORTHWEST, AND THE CANADAS.

SPRING ARRANGEMENT OF PASSENGER TRAINS, APRIL 12, 1869.

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 all intermediate stations and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

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

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, 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 25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8 40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING ACCOMMODATION.

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8:05 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation about 6:30P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A.M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8 15 P. M. Leaves Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45 and 4 30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1 00 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7 30 A. M. and 4:30 P. M. trains for Philadelphia, returning from Skippack at 8:15 A. M. and 1 00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1 05 A. M., and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3 50 and 5 50 A. M., and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M., and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 and 5:00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7 55 A. M. for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Tremont, returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M. and 5:35 P. M.

TICKETS.

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

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

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

COMMUTATION TICKETS.

At 25 per cent discount, between any points desired, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at $52 50 each, for families and firms.

SEASON TICKETS.

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

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M.

FREIGHT TRAINS.

Leave Philadelphia daily at 4:35 A. M., 12 45 noon, 3 and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

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

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, May 3, 1869.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3¼, 3¾, 4, 4:35, 5:05, 5¼, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8 20 down train and 3¾ and 5¼ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4 05, 7, and 10¼ P. M.

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9¼ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3¼, 5¼, 7, 9, and 11 P. M.

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

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8:05, 10:05, and 11½ P. M.

Leave Norristown at 5:40, 6½, 7, 7¼, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

The 7¼ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS

Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8:05, 10:05, and 11½ P. M.

Leave Manayunk at 6:10, 7, 7½, 8:10, 9½, and 11½ A. M., 2 3½, 5, 6¾, 8:30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—TIME TABLE—Commencing MONDAY, May 10, 1869.—Trains will leave Depot corner Broad street and Washington avenue as follows.—

Way Mail Train at 8 30 A M (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations

Express Train at 12 M (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Ferryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11 30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Ferryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington

Leave Philadelphia at 11 00 A M, 2 30, 5:00, and 7 00 P M. The 5:00 P M Train connects with Delaware Railroad for Harrington and intermediate Stations.

Leave Wilmington 6 30 and 8:10 A M, 1 30, 4 15, and 7:00 P. M The 8:10 A M Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A M, Way Mail; 9:35 A. M, Express; 2:35 P. M, Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7 25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad

Leave Philadelphia for Port Deposit (Sundays excepted) at 7:00 A M, and 4 30 P. M.

The 7:00 A M Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:00 P. M, running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A M., 9 25 A. M, and 4 20 P. M.

Trains leaving Wilmington at 6 30 A. M. and 4:15 P. M will connect at Lamokin Junction with the 7:00 A M. and 4:30 P. M. trains for Baltimore Central Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8:00 A. M.
Paoli Accommodat'n,	10:30 A. M., 1:10 and 7:00 P. M.
Fast Line	11:50 A. M.
Erie Express	11:50 A. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:00 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Pittsburg Express	10:30 P. M.

Philadelphia Express, 12 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

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

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	3:10 A. M.
Philadelphia Express	6:50 A. M.
Paoli Accommodat'n,	8:20 A. M., 3:40 and 6:20 P. M.
Erie Mail	9:35 A. M.
Fast Line	9:35 A. M.
Parkesburg Train	9:10 A. M.
Lancaster Train	12:30 P. M.
Erie Express	4:20 P. M.
Day Express	4:20 P. M.
Southern Express	6:40 P. M.
Harrisburg Accommodation	9:40 P. M.

For further information, apply to

JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET 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,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:—

At 7:45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 1:45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5:00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 6:45 and 10:45 A. M., and 11:30 P. M.

For Abington at 1:15, 3:15, 5:20, and 8 P. M.

For Lansdale at 6:20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9:00 A. M., 2:10, 4:45, and 8:25 P. M.

From Doylestown at 8:23 A. M., 4:55 and 7:05 P. M.

From Lansdale at 7:30 A. M.

From Fort Washington at 9:20, 10:35 A. M., and 3:16 P. M.

From Abington at 2:35, 4:35, 6:45, and 9:35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

FOR CAPE MAY, VIA WEST JERSEY RAILROAD.—

Commencing MONDAY, June 14, 1869.

LEAVE PHILADELPHIA, foot of Market street.

8:00 A. M., morning mail, due at 12:13 M.
3:15 P. M., passenger, due at 7 20 P. M.

LEAVE CAPE MAY.

6 00A. M., morning mail, due at 10:07 A. M.
1:00 P. M., passenger, due at 5:37 P. M.

Commutation Tickets good for three or twelve months, can be procured of the Treasurer at Camden, N. J.

Coupon and Excursion Tickets for sale at Ticket Offices, No. 828 Chesnut street, and foot of Market street.

SUNDAY MAIL TRAIN.

Leaves Philadelphia at 7:15 A. M., returning leave Cape May at 5:10 P. M. Fare for excursion, $3 00.

RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom. $2 25
At 8 A. M., via Cam. and Jersey City Ex. Mail 3:00
At 2 P. M., via Camden and Amboy Express... 3:00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2:00 P. M. for Freehold.

At 2 P. M. for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 2, 3:30, and 4:30 P.M. for Trenton.

At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

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

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.

At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for Trenton and Bristol. And at 10:15 A. M. and 6 P. M. for Bristol.

At 7:30 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

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

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:15, and 12 P. M. New York Express Lines, via Jersey City. Fare, $3:25.

At 11:30 P. M., Emigrant Line. Fare, $2.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M., for Trenton.

At 9:30 A. M., 4, 6:45, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES,

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, 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 11 A. M. and 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 A. M., 1, and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

11 10 WILLIAM H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1869, Trains will leave as follows:—

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:20 A. M., 9:30 A. M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and 11:30 P. M.

Leave West Chester from Depot, on East Market street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P.M.

Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:45 P. M.

Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 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 7:25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A. M. and 2:30 P. M.

Leave Philadelphia for B. C. Junction at 7:15 P. M.

Leave West Chester for Philadelphia at 7:45 A. M. and 4:45 P. M.

Leave B. C. Junction for Philadelphia at 8:00 A. M.

WILLIAM C. WHEELER,
4 10$ General Superintendent.

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 26, 1869, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD,

MAIL TRAIN leaves Philadelphia	10:45 P. M.
" " Williamsport	8:15 A. M.
" arrives at Erie	9:30 P. M.
ERIE EXPRESS leaves Philadelphia	11:50 A. M.
" " Williamsport	8:50 P. M.
" arrives at Erie	10:00 A. M.
ELMIRA MAIL leaves Philadelphia	8:00 A. M.
" " Williamsport	6:30 P. M.
" arrives at Lockhaven	7:45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	11:15 A. M.
" " Williamsport	12:20 A. M.
" arrives at Philadelphia	9:25 A. M.
ERIE EXPRESS leaves Erie