## EDUCATIONAL.

**The National Educational Conventions at Trenton this Week—Programme of Exercises for August 16, 17, 18, 19, 20, and 21, 1869.**

*From Our Own Correspondent.*

TRENTON, N. J., Aug. 16, 1869.

The ninth annual series of National Educational Conventions will be opened this morning in this city. Ample arrangements have been made to secure the success of the convention and to promote the comfort of the members in attendance. The hotels will charge only $2 per day, while private board will be from $1 to $1·50, and if possible the ladies of members will be accommodated free of all charge. Many delegations have already reported to Professor John S. Hart; but it is not possible at this early hour to state the actual attendance. Parties are arriving by every train, and the influx of strangers gives a pleasant liveliness to the streets.

The Committee of Arrangements, of which Mr. L. Van Bokkelen, of Maryland, is President, and Mr. W. E. Crosby, of Ohio, is Secretary, have made satisfactory arrangements with the various railroads for a reduction in their rates of fares to the hundreds of expected visitors. The following roads will give free return tickets:—Baltimore and Ohio, from Cincinnati via Marietta and Wheeling to Baltimore; Philadelphia, Wilmington and Baltimore; Pennsylvania Central, Central Ohio, Indiana Central, and Great Western, from Chicago to Philadelphia; Philadelphia and Erie. The Camden and Amboy, and other roads in New Jersey, will sell excursion tickets for the round trip to Trenton and back, for two-thirds the full fare, namely:—From New York to Trenton and back, $2·65; from Philadelphia to Trenton and back, $1·35; from Easton to Trenton and back, $2; from Mauck Chunk to Trenton and back, $2·75; and at a like rate from other points in the State. These privileges will be extended to members, and only upon the presentation, at the hotel or railroad offices, of a certificate of membership.

The programme of exercises will be as follows:—

NATIONAL SUPERINTENDENTS' ASSOCIATION.

*Monday, August* 16, 1869.—A general meeting of the officers and directors of the National Superintendents' Normal School and Teachers' Associations for arrangement of business. All friends of education are invited to assist and make suggestions, by which the success of the convention and the comfort of members in attendance may be secured. Opening exercises and address by the President. A paper by the Rev. George A. Leakin, of Maryland:—"The Periodic Law as applied to Education." A paper by H. P. Harrington, Superintendent of Public Schools, New Bedford, Mass. A paper by B. G. Northrop, Secretary of the State Board of Education, Conn.; to be followed by a discussion:—"Should Public Schools be Free, or Supported in part by Rate Bills?"

AMERICAN NORMAL SCHOOL ASSOCIATION.

*Tuesday, August* 17, 1869.—Opening exercises and address. A paper by Rev. Joseph Alden, LL.D., President of the New York State Normal School at Albany:—"How shall Pupils be Taught to Teach?" Lecture by Professor Phelps, Principal of State Normal School, Minnesota:—"School Architecture, with some Account of the New Normal School Building at Winona, and of the Educational Ideas which it Embodies." A paper by Professor Fordyce A. Allen, Principal of State Normal School, Mansfield, Penn.:—"Course of Study for a Normal School." Lecture by Professor John C. Harkness, President of State Normal University, Wilmington, Del.:—"Normal Principles of Education." A paper by Professor Brooks, Principal of State Normal School, Millersville, Penn.:—"The Spiritual Element of Education."

NATIONAL TEACHERS' ASSOCIATION.

*Wednesday, August* 18, 1869.—A general meeting for preliminary business; also, meeting of Superintendents and Normal School Associations to hear reports of committees, and to elect officers of those associations for the ensuing year. Opening exercises of the National Teachers' Association. Addresses of welcome by Governor Randolph, in behalf of the New Jersey State Board of Education, and ex-Governor Parker in behalf of the New Jersey State Normal School. Response by the President. Exercise in Vocal Culture, by Miss Swayze, of State Normal School, New Jersey. Appointment of committees; announcements by the Secretary; reception of new members, etc. Paper by Z. Richards, Superintendent of Public Schools, Washington, D. C.:—"Elementary Schools; Radical Defects and Radical Remedies." Paper by Hon. R. S. Field, President of Trustees of New Jersey State Normal School:—"Obligations of Christianity to Learning." Paper by Professor Woodman, Dartmouth College, N. H.: "Drawing as a Branch of Elementary Education." Lecture by Superintendent Wickersham, of Pennsylvania:—"The State in its Relation to Higher Education." Readings throughout the day and evening, by Miss Swayze and her pupils.

*Thursday, August* 19, 1869.—Lecture by Mrs. Randall, of New York:—"Natural Reading." Lecture by Hon. J. D. Philbrick, Superintendent of the Public Schools of Boston:—"The School and the Workshop," to be followed by a discussion. Lecture by Professor James McClintock, of Philadelphia:—"Physiology as a Part of Common School Education." To be illustrated by a complete new set of Auzoux's papier mache models, wax preparations, diagrams, and natural preparations, costing ove $7000. Lecture by Professor E. E. White, editor o the *Ohio Educational Monthly*.—A paper by Ellis A Apgar, State Superintendent of Public Instruction of New Jersey:—"Method for Map-Drawing in Schools." Lecture by Major-General O. O. Howard, U. S. A.:—"Education in the South, with reference to the Colored Population." Elocutionary readings, throughout the day and evening, by Mrs. Randall.

*Friday, August* 20, 1869.—Lecture by Professor Monroe, of Boston, Mass.:—"The Voice and its Training." Paper by Dr. J. W. Hoyt, of Wisconsin:—"Progress of University Education." Paper by Hon. Joseph White, LL. D., Secretary of Massachusetts State Board of Education:—"Christianity in the Public Schools." A paper by Professor Austin C. Apgar, State Normal School, N. J.:—"Short Method in Elementary Arithmetic." General discussion on educational topics. Reports of committees. Election of officers. Reunion, with short addresses from the States represented in the association. Elocutionary readings, throughout the day and evening, by Professor Monroe.

*Saturday, August* 21, 1869.—Meeting of directors and committees to examine accounts and arrange for the publication of the proceedings of the National Superintendents' Normal School and Teachers' Association.

In addition to the papers and lectures announced, the following will be presented and read if opportunity offer:—"Pronouncing Orthography, a Help in Learning to Read, for Children, Foreigners, and Native Adults," by Dr. Edwin Leigh, New York. "The Educational Work of the Freedmen's Bureau, and What it has Accomplished," by E. W. Mason, General Superintendent of Schools, Louisiana. Lecture on "The English Language," by Professor Crittenden. Paper on "The Hebrew Language as a Study in Academies and High Schools," by A. D. Jones, A. M., of Maryland. Paper by Professor John S. Hart, LL.D., Principal of the State Normal School, New Jersey:—"How to Conduct Religious Worship in Schools." Lectures by Professor George F. Holmes, of the University of Virginia, and Superintendents Kimball, of Salem, Mass., and George B. Sears, of Newark, N. J.

All the papers read before the associations will be open for discussion. The subjects assigned are of vital importance to the Common School interests of the whole country, and they will be analyzed and enforced by gentlemen who have for years studiously applied themselves to the investigation of the principles of education and their practical application. The amount of good that may flow from these reunions cannot be easily estimated, for their effects extend in circles of influence widening beyond circles, till almost every fireside shelters one or more who has drunk of the living waters of knowledge at the hand of these hard-working, self-sacrificing, and scarcely appreciated teachers of our children in the public schools. LAIRD.

—The State Temperance Convention of Connecticut was held on Thursday at Hartford, and adopted resolutions declaring the purpose to establish a distinct political party, and to support no candidate for State offices who is not in favor of prohibitory legislation.

### Matrimonial Advances.

The Rev. Dr. Bushnell, in his new book, "The Reform Against Nature," writes on this subject as follows:—

There is one matter where a genuine reform would accomplish more for women, as I verily believe, and take them out of the corner that now pinches them a great deal more, certainly, than to give them the right of suffrage and of civil office: having also the further advantage that it would give them a more open way to the proper woman's life, for which they are better made, instead of taking them off into quasi battles with men for points of precedence and prerogatives of government which do not belong to them and never can. I speak here of a reform that takes off or somehow loosens the embargo on women as respects advances towards marriage. The assumption now is that women must be first lassoed and taken, courted long and skillfully then, and almost to the death before they can venture an approving look. If they cannot be conquered then, they must not be had, and they must take this ground themselves. On one side there must be a close fence of prudery, hard as possible to be got over; and on the other, the man who will try, must go to it bravely, which, alas for his modesty, is likely to be quite impossible. Full three-quarters of the men who get stuck in their bachelor life and are never married, are, in fact, the most inborn adorers of women: such as never in their lives can muster courage for any advance, just because the shrine they look upon has too much divinity in it for their mortal approach. Of course it will not do for unmarried women to put themselves in a way of being suitors to men. That kind of suitorship would even be an offense, and raise a sense of repulsion: nobody would recommend to women that they get over their modesty, but the almost cholic stringency of what are called good manners in this matter might be relaxed without real impropriety, and with great advantage. The present iron-clad modesty, which is simply ridiculous in either party, might be so far mitigated as to let feeling feel its way, and carry on its own courtship, requiring no restriction save the restriction of words and formal advances, and allowing nature to interpret and work out her problem, hampered by no unnatural coyishness. Women cannot be forward and bold, but they are now a great way farther off than they need be.

### Wild Cattle.

Eight of a drove of Texas cattle, lately brought in by Mr. F. R. Windsor, escaped from their inclosure at Hayfield, a short distance below this city, last week, and are, from all accounts, kicking up high jinks in that neighborhood. So great an alarm have they created, indeed, that some persons are afraid to leave their houses. On Saturday last, one, a little more mad perhaps than the rest, invaded the premises of Mr. John Collard, and chased his son Samuel into the house, and was only prevented from following him by the door, which fortunately, was closed before he reached it. The enraged animal, however, finding another door in the house open, rushed through it, occasioning, as may well be imagined, the utmost consternation among the occupants. After his unsuccessful attack upon young Mr. Collard, the enraged beast seemed as wild as the bulls to whose tails burning faggots were tied in classic times, and spying Mrs. Fennegan, a lady residing near there, at a distance, he made directly for her, and she was only saved from instant death by jumping behind a large tree. As it was, his horns reached her dress, and tore it from her back, and he threw a jug that she was carrying into an adjoining field. He then visited Cameron Mills, drove everybody out of the watermelon patch there, and had commenced to destroy property, when he was shot and disabled, before he had committed any further damage than the demolition of a grindstone. He was shot by Mr. George Bessart, to whom he had been sold running by Mr. Windsor for $40.—*Alexandria (Va.) Gazette, 9th.*

### Political.

—As a general thing, the most disagreeable thing a man can do is to pay his debts. General Rosecrans, however, avers that he would rather pay his than be the Democratic candidate for Governor. This is rough on the Democracy.

—It has transpired that the nomination of General Rosecrans for the Ohio Governorship was the result of an arrangement with the Tammany managers, with the view to securing Judge Ranney the nomination for Vice-President in 1872 on the ticket with John T. Hoffman.

—The Albany (N. Y.) *Evening Journal* demands that the next Syracuse Convention shall direct a new enrolment and organization in the city of New York, upon a fair and equitable basis, and under the supervision of men who are sufficiently removed from the prejudices and animosities of the existing rival committees to act with perfect fairness and impartiality.

—The majority of Governor Senter in Tennessee is 62,000, with nineteen counties to hear from. The Legislature stands as follows:—Senate—21 "conservatives" and 4 Senter Republicans. House—67 "conservatives," 6 Senter and 9 Stokes Republicans. It is said that the Legislature will adopt the fifteenth amendment. Mr. Etheridge has made a speech in favor of repudiating the debt of $20,000,000 contracted while Brownlow was Governor.

## GOVERNMENT SALES.

AUCTION SALE OF HOSPITAL FURNITURE ETC.

ASSISTANT MEDICAL PURVEYOR'S OFFICE, WASHINGTON, D. C., July 20, 1869.

Will be offered at public auction, in this city, at Judiciary Square Depot, E street, between Fourth and Fifth streets, on WEDNESDAY, the 18th day of August, at 10 A. M., a large assortment of Hospital Furniture and Appliances, among which will be found the following, viz.:—

3000 Tin Basins, 3000 Iron Bedsteads, 3000 Delf Bowels, 900 Leather Buckets, 500 Wooden Buckets, 19,000 Tin Cups, 2500 Delf Dishes, assorted; 15,000 Knives and Forks, each; 2000 Litters, 300 Delf Pitchers, 4000 Delf Plates, 800 Delf Tea-pots, 600 Salt-cellars, 1200 Razors and Strops, 1500 Spittoons, 10,000 Tablespoons, 6000 Teaspoons, 50 Mess Chests, 800 Rubber Cushions, 5000 yards Gutta-percha Cloth, 2000 Gutta-percha Bed-covers, and a large variety of other articles, embracing Funnels, Corkscrews, Dippers, Gridirons, Lanterns, Scales and Weights (shop), Slates and Pencils, Bedside-tables, Sick-chairs, Cots, Horse-litters, Coffee-mills, Tin Tumblers, etc., etc.

With a small exception the above articles are new. Catalogues with full particulars furnished upon application.

Terms cash, in Government funds only; 25 per cent. deposit required at time of sale, and all purchases to be removed within five days.

CHARLES SUTHERLAND,
Assistant Medical Purveyor, Brevet Colonel United States Army. 8 13 4t

## CARPENTERS AND BUILDERS.

**R. R. THOMAS & CO.,**
DEALERS IN
**Doors, Blinds, Sash, Shutters,**
WINDOW FRAMES, ETC.,
N. W. CORNER OF
**EIGHTEENTH and MARKET Streets,**
5 26 3m PHILADELPHIA.

**GEORGE PLOWMAN,**
**CARPENTER AND BUILDER,**
3 8S
No. 134 DOCK STREET, PHILADELPHIA.

## RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 3½, 3¾, 4, 4·25, 5·05, 5½, 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, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train and 3¾ and 5½ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 4·05, 7, and 10½ 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, 3½, 5½, 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 11·35 A. M., 1½, 3, 4½, 5, 5½, 6½, 8·05, 10·05, and 11½ P. M.

Leave Norristown at 5·40, 6½, 7, 7½, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schuylkill.

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

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

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

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11·35 A. M., 1½, 3, 4½, 5, 5½, 6½, 8·05, 10·05, and 11½ P. M.

Leave Manayunk at 6·20, 7, 7½, 8½, 9½, and 11½ A. M., 2, 3½, 5, 6½, 8·20, 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 7½ P. M.

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

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

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—

Way Mail Train at 3·30 A. M. (Sunday 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, Perrymans, 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, Perryman'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 8·20 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; 2·05 P. M., Express; 7·25 P. M., Express.

NIGHT 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 4·35 P. M. Leave Philadelphia for Chadd's Ford at 7·00 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 1·30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5·40 A. M., 9·25 A. M., and 2·30 P. M. Leave Chadd's Ford for Philadelphia at 6·15 A. M.

A Sunday Train will leave Philadelphia at 8·00 A. M. for West Grove and intermediate stations. Returning, will leave West Grove at 4·30 P. M.

Trains leaving Wilmington at 6·30 A. M. and 4·15 P. M. will connect at Lamokin Junction with 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 Chestnut 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.

FOR CAPE MAY, VIA WEST JERSEY RAILROAD.
COMMENCING THURSDAY, JULY 1, 1869.
Leave Philadelphia, foot of Market street, as follows:—
9·00 A. M., Cape May Express, due 12·25.
3·15 P. M., Cape May Passenger, due 7·15.
4·00 P. M., Fast Express (commencing on Saturday, July 3), due 6·55 P. M.
Sunday Mail Train leaves at 7·15 A. M., due 10·45.
Cape May Freight leaves Camden daily at 9·20 A. M.

RETURNING, TRAINS LEAVE CAPE MAY,
6·30 A. M., Morning Mail, due 10·06 A. M.
9·00 A. M., Fast Express (commencing on Monday, July 5), due 12·07.
5·00 P. M., Passenger, due 8·22 P. M.
Sunday Mail Train leaves Cape May at 5·10 P. M.
Cape May Freight Train leaves daily at 6·40 A. M.

TICKETS.

Annual Tickets, $100; Quarterly Tickets, $50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, $40; 10 Coupons, $25. Excursion Tickets, $8, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8·00 A. M., mail, and 3·30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6·00 P. M. Returning, leaves Glassboro at 6·30 A. M.

Commutation books of 100 checks each, at reduced rates, between Philadelphia and all stations.

FREIGHT TRAINS LEAVE CAMDEN

For Cape May, Millville, Vineland, etc., etc., 9·20 A. M.

For Bridgeton, Salem, and way stations, 12·00 noon.

Freight received at first covered wharf below Walnut street.

Freight delivery, No. 228 S. Delaware avenue.

7 1 WM. J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE.
CAMDEN AND ATLANTIC RAILROAD
SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1¾ HOURS.
TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as follows:—

| | |
|---|---|
| Special Excursion | 6·15 A. M. |
| Mail | 8·00 A. M. |
| Freight (with passenger car) | 9·45 A. M. |
| Express, through in 1¾ hours | 3·15 P. M. |
| Atlantic Accommodation | 4·15 P. M. |

LEAVE ATLANTIC CITY.

| | |
|---|---|
| Atlantic Accommodation | 6·06 A. M. |
| Express, through in 1¾ hours | 7·24 A. M. |
| Freight (with passenger car) | 11·50 A. M. |
| Mail | 4·17 P. M. |
| Special Excursion | 5·18 P. M. |

An extra Express train (*through in 1¾ hours*) will leave Vine Street Ferry every Saturday at 2·00 P. M.; returning, leave Atlantic City on Monday at 9·40 A. M.

Local trains leave Vine street:—

| | |
|---|---|
| Atco Accommodation | 10·15 A. M. |
| Haddonfield do. | 2·00 P. M. |
| Hammonton do. | 5·45 A. M. |

Returning, leave

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| Atco | 12·15 noon. |
| Haddonfield | 2·45 P. M. |
| Hammonton | 5·40 A. M. |

SUNDAY MAIL TRAIN

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|---|---|
| Leaves Vine street | 8·00 A. M |
| Leaves Atlantic | 4·17 P. M |

Fare to Atlantic City, $2. Round trip tickets, good for the day and train on which they are issued, $3.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 99 S. Fifth street.

6 29 D. H. MUNDY, Agent.

## 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 P. M., for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3·30 and 4·30 P. M., for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 4·30, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6·30 and 10 A. M., 12 M., 3·30, 4·30, 6, 7, and 11·30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11·30 P. M. line leaves 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 5·30 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, 6·45, 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 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

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

1 10 WILLIAM H. GATZMER, Agent.

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 street, 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 | 6·00 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.

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, 7·25 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.

Train 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 Media, Glen Riddle, Lenni, and B. C. Junction. 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 will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets 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 6·00 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 | 8·55 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 | 6·25 P. M. |
| " " Williamsport | 7·30 A. M. |
| " Arrives at Philadelphia | 4·10 P. M. |

Mail and Express Connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

ALFRED L. TYLER,
11 General Superintendent.

## 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, JULY 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.; and FORT 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 AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5·40 A. M. and 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 P. M., and at Pottsville at 9·40 P. M.

Trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 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 south at 6·30 P. 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 5·40 A. M., connecting at Reading with accommodation train 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 3·15 P. M. Leave 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., 1·30 and 5·45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7·30 A. M., 4·30 and 5·