

PRETTY WOMEN.

After all, is the world so very absurd in its love of pretty women? Is woman so very ridiculous in her chase after beauty? A pretty woman is doing woman's work in the world, not making speeches nor making puddings, but making life sunnier and more beautiful. Man has forsaken beauty altogether. It is hopeless to recall the Periclean idea of manhood, to insist on the development of personal virtue as not less manly than that of personal virtue, to demand the grace of Canning from our statesmen or the dignity of Robertson from our divines. The world of action is a world of ugliness, and the good-looking fellow who starts for the prizes soon discovers what Madame de Girardin calls *malheur d'être beau*. He is guessed to be frivolous, he is assumed to be poetic, there are whispers that his morals are better than they should be. In a society resolved to be ugly there is no post for an Adonis but that of a model or a Guardsman. But woman does for mankind what man has ceased to do. She clings to the Periclean ideal. Her aim for very childhood is to be beautiful. Even as a school girl she notes the progress of her charms, the deepening color of her hair, the growing symmetry of her arm, the ripening contour of her cheek. We watch with a silent interest the mysterious reversion of the maiden; she is dreaming of a coming beauty, and panting for the glories of eighteen. Inevitably she becomes an artist, she studies her glass an academy. The hours work with her, but she works with the hours. What silent musings before her mirror, what dreams, what discoveries, what disappointments, what careful gleaming of experience, what sudden flashes of invention! The joy of her toilet is the joy of Raffaele over his canvas, of Michael Angelo before his marble. She is creating beauty in the silence and the loneliness of her chamber; she grows like any great art-creation, the result of patience, of hope, of a thousand delicate touchings and retouchings. But even to the Giordano of the moment of perfection, of completion, comes at last, the master takes his work from the easel and gives it to the ages. Woman is never perfect, never complete. A restless night undoes the beauty of the day; sunshades blurs the evanescent coloring of her cheek; frost nips the tender outlines of her face into sudden harshness. Her pencil has ever to be at work even while the hours work for her, and the hours work against her at last. Care ploughs its lines across her brow; motherhood destroys the elastic lightness of her form; the bloom of her cheeks, the quick flash of her eyes, fade and vanish like the years of youth. But woman is still true to her ideal. She won't know when she is beaten, and she manages to steal fresh victories even in her defeat. She invents new conceptions of womanly grace; she rallies at thirty, and fronts us with the beauty of womanhood; she makes a last stand at sixty with the beauty of age. It is the same great artist who exhibits year after year, but whose style ranges from the girlish innocence of a Fra Angelico to the severe matronage of a Zurburan. She falls, like Caesar, wrapping her mantle around her—buried in womanhood. The world would not so patiently and so kindly to the longings of a lifetime, and the wrinkled face smiles back its last cold smile with something of the prettiness of eighteen.

Perhaps we enjoy beauty less than we might from the absurd connection which men have established between the enjoyment of it and love. We fancy it impossible to care much about a pretty face unless we can hang it in our own gallery. "What care I how fair she be, so she is not fair to me!" It is perhaps truer to say that nine-tenths of our enjoyment of beauty disappears with possession. The lover who has his mistress peacefully will lose all sense of the world of beauty without it. He is like the connoisseur who so dotes on the little Correggio he has picked up for a song that he consents to care for the larger range of art. The real way of enjoying pretty women would be never to fall in love with a pretty woman at all. The true joys of life are its unconscious joys, the pleasure we derive from the laughter of children, from the landscape that we drive dreamily through, from the music which we have not listened to. And so the truest enjoyment of beauty lies, not in the observation or analysis of this or that, but in the unconscious presence of it and pretty faces about one. The joy of variety, the pleasure of the inexhaustible range of the beautiful, comes to the admirer of pretty women. We are not quarrelling with the instinct which leads us through pretty faces into paths of domestic peace. It is often necessary to restrict one's sphere of enjoyment; and if one is absolutely obliged to marry, one had far better marry a pretty wife than an ugly one. The refinement which the student of art gains from constant contact with beauty of color and form every one can see in some of the daily contact with the beautiful in flesh and blood. Woman is the art of home, the Giorgione whose brilliancy flashes through the quiet passage, the Ferrigno whose grace tempers the roughness of every day, the Rubens whose largeness and abundance fling a glow of comfort and ease over the most ungenial career. Life becomes more harmonious, it beats with a keener pulse of enjoyment, in the presence of pretty women. After all, a charming little figure, a piquant little face, is the best remedy for half the ills of existence, its worries, its vexations, its dulness, its disappointments. And even in the larger and more complex types of beauty, in the woman like a Lady Dumbello, if there is a tinge of stolidity, there is at any rate an atmosphere of repose, a genial influence moulding our social converse and habits into gentler shapes. It is amusing to see how the prettiness of woman tells on her dress, how the order and propriety of her dress tells on the home. The pursuit of beauty, the habit of prettiness, gives an ideal dignity to the very arrangement of her bonnet-strings. In every movement, in the very sweep of her ample folds, in the pose of her languor, in the gay start of her excitement, one feels the softening, harmonizing influence of her life in the world. Beauty exercises an imperceptible compulsion over her, which moulds her whole life into graceful and harmonious forms. Her dress rises out of the mere clothing of art. A thousand considerations of taste, harmonies of color, contrasts, correspondences, delicate adjustments of light and shade, dictate the choice of a shawl or the tint of a glove. The flowers, the pictures, the objects on the house. Flowers, pictures, the gay notes of a sonata, the cozier of couches, gorgeous hues of Indian tapestry, glasswork and nothings, are the natural setting of pretty women. The art of the boudoir tells on all but the chaos of the husband's study. Around that last refuge of barbarism floats an atmosphere of taste and refinement in which the pretty little wife lives and moves and has her being. And from this tone of the home grows the tone of society, the social laws of good humor, of propriety, of self-restraint, of consideration for others, of gentleness, of

vivacity. The very hush of the rough tones that have thundered over Peloponnesus as Pericles bends over Aspasia, the little turns and delicacies of phrase, the joyous sermons and idleness of the manliest and most energetic of men, tell of the triumph of pretty women. It is a triumph purchased, like most triumphs, not without loss to the conqueror. There is a *malheur d'être belle* as well as a *bonheur*. Life, if it gains in delicacy, loses something in breadth and vigor from its very concentration. There is something terribly monotonous in the life of the pretty woman, in the daily battle with ennui and boredom. One may of real love would outweigh papa's pettings in childhood or mamma's fuss about her child's coming out. There are jealousies of the school-room and jealousies of the ball-room, little envies, little spite that line with thorns a path which seems strewn with roses. Then there is the plague of fops, the eternal circle of rapid admirers, the eternal drive of men about town. The prettiest lips have pointed sometimes with a longing for the ugliness which secures their sisters a chat with a man of sense. The prettiest bosom has heaved a little rebelliously at the destiny that consigns it to the stupidest of eldest sons. Perhaps it might have been better to have been a little less charming and to have married that amusing younger brother with an income of a few hundreds a year. Sometimes, too, a pretty woman will sigh a little over the infinite littleness of her life, will long for the wider world of politics and effort from which her very prettiness and its train of results shuts her out. Marriage is a mere catastrophe, imprisoning her existence, restricting her to a single adorer. The single adorer is so hard to keep, and the thousand are so easy to gain, and so begins the strife between pleasure and duty, the little warfare fought out under the watchful eyes of tattling dowagers and impertinent fripples. And then comes the inevitable decay. It is easy to turn from the glass, but it is impossible to turn from the eyes that surround one, and every eye becomes a mirror in which the pretty woman reads the wreck of her charms. Younger rivals pass her by, the circle of admirers thins to a few bold and old leeches, men treat her to second-rate stories or talk with their eyes fixed on another corner of the room. There is a shade of impertinence in the address of the young Guardsman; wall-flowers claim her for their own. She has lived for a year or so, and her whole existence is a mere looking back to that year of life. Or it may be that her prettiness simply passes on from phase to phase, but even the prettiness of thirty-five, fascinating as it often is, seldom fascinates its possessor. She conquers new realms, but she fails to reconquer the old. She brings gushing undergraduates to her feet, her desk is stuffed with the lyrics of unwhiskered youths, but there is not a young man about it all, and she turns with a sense of the ridiculous from their sighs and protestations. She is beaten, and she knows it. Strepson has done enough if he has served to cover her retreat. Perhaps the one later prettiness that a woman feels to have real power, more real power than the prettiness of youth, is the prettiness of old age. There is the charm of life's afterglow over the grey, quiet head, the pale, tender face, lit up with a sweetness, a pitifulness which only experience and sorrow can give. It is there, somehow, that we bring our troubles and find peace. It is there, at any rate, that we read a subtler and diviner beauty than in the rosy cheek of girlhood, a beauty spiritualized, mobile with every thought and emotion, yet restful with the rest of years. An infinite tenderness and largeness of heart, a dignity whose grace and naturalness robs it of all sense of restraint, a touch that has in it all the gentleness of earth, a smile that has in it something of the compassionateness of heaven, this is the apotheosis of Pretty Women.

VELOCIPEDES.

We give the following from a late number of *De Gortals' Leipzig*. In a former number of the *Gartenlaube* it was mentioned that Newton, 200 years ago, invented a vehicle to be propelled entirely by the person sitting upon it. The city librarian in Nuremberg, Herr Lutzelberger, has now written to us that Newton was not the first who invented such a machine. In Doppelmaier's "History of Mathematics and Arts in Nuremberg," published 1730, it is stated that John Hantsch, a machinist, born at Nuremberg in 1695, made a vehicle with four wheels on which a man could move by means of an arrangement of wheels in itself, and that the vehicle was daily run on the streets, up and down hill, at the rate of two thousand paces an hour, while in front of the machine a dragon spouted water to scatter the people, and two angels blew small trumpets. Doppelmaier also tells that Stephen Farlier, a watchmaker in Aldford, born in 1633, made for himself first a four-wheeled and afterwards a three-wheeled vehicle, which he propelled himself, and upon which he went to church, being prevented by lameness from walking. The three-wheeled machine is now kept as a curiosity in the library at Nuremberg, and Doppelmaier gives pictures of all three of these machines.

A GREAT BREWERY.—According to the *Licensed Victuallers' Guardian*, Messrs. Bass & Co., the bitter brewer, use up 52,000 quarters of malt per week. The quantity of malt brewed during the year was close upon 160,000 quarters. Quantity of land for growing the barley, at 4 1/2 quarters per acre, 42,300 acres. The quantity of hops used in the same period was 23,000 cwt. Quantity of coals used during the brewing season, 169 tons per day. Amount paid for malt, £180,314; and license duty, £28,094, or a little over £500 per day. Amount of six months' traffic by rail to and from the brewery premises, 134,195 tons. Quantity of trucks used during the same period, 69,654, or 452 per day. Amount of carriage charged by the railway companies during the same period, £67,898 4s. 4d., or £11,296 7s. 4d. per month; this is exclusive of many thousands of tons of goods received and forwarded by highways. Number of casks in use in the trade, 500,000. Number of men and boys employed in Burton alone, 1834. The amount paid in wages is over £2000 per week. Number of horses, 70 to 80. Number of locomotives, 12. Number of 320 horses; number of engines, 26, equal to 432 horses. Extent of private railway, over five miles.

Ohio comes up and puts in its claim for the champion remarkable memory. It claims that a man in Salem, in that State, can tell from memory the weather of any and every day since 1827—that he distinctly remembers whether any day was clear or cloudy, warm or cold, rainy or snowy. Readers of one Boston newspaper are informed with scrupulous regularity, just how long each day is, and how many minutes longer or shorter it is than was the same day of the month six months previous. This original stroke of inventive genius supplies the letter with about three hundred jottings a year.

RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN AND DELAWARE RAILROAD COMPANY'S LINES FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. 8:00 A. M. Accommodation, and 2 P. M. Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 2:30 P. M., Accommodation, via Camden and Jersey City. At 6 P. M., for Amboy and intermediate stations. At 6:30 A. M., 2 and 5:30 P. M. for Freshkill. At 7 P. M. for Long Branch and points on New Jersey Southern Railroad. At 8 and 10 A. M., 12 M., 2, 3, 4, and 6 P. M. for Trenton. At 6:30, 8, and 10 A. M., 12 M., 2, 3, 4, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delaware, and Riverton. At 6:30 and 10 A. M., 12 M., 3, 4, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6:30 and 10 A. M., 12 M., 4, 5, 8, and 11:30 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad. At 7:30 and 9:30 A. M., 12:45, 3:45, and 12 P. M. for Trenton and Philadelphia. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Edgemoor, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 3:15, and 7:30 P. M. for Hottelville, Philadelphia, and 7:30 P. M. for Tacony, Wissinoming, Bridgeburg, and Frankford. FROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 3:45, and 12 P. M. New York Express, and at 11:30 P. M., Emigrant Line, via Jersey City. At 7 and 9:30 A. M., 12:45, 3:45, and 12 P. M. for Trenton and Philadelphia. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Edgemoor, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 3:15, and 7:30 P. M. for Hottelville, Philadelphia, and 7:30 P. M. for Tacony, Wissinoming, Bridgeburg, and Frankford.

FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 12:45, 3:45, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchants' Express, via Philadelphia, Camden, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Marlborough. At 7 and 10 A. M., 12:45, and 6 P. M. for Smithville, Evansville, Vincennes, Birmingham, and Penton. At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown. At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaytown, Sharon, and Hightstown. June 16, 1870. W. M. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:— Express Train at 8:00 A. M. (Sundays excepted), for Baltimore, stopping at regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Middletown with Chesapeake and Delaware Canal, at Salisbury with Wicomico and Pocomoke Railroad. Express Train at 11:45 A. M. (Sundays excepted), for Baltimore, via Washington, stopping at Wilmington, Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 2 P. M. for Baltimore, stopping at Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charleston, Perryville, Havre-de-Grace, Perryman, and Magnolia. Express Train at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Ferryville, Havre-de-Grace, Perryman, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11:45 A. 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 6:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington to Philadelphia, and all other accommodation trains Sundays excepted. Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lumberton Junction with the 6:30 A. M. and 4:30 P. M. trains for Baltimore General Railroad.

FROM BALTIMORE TO PHILADELPHIA.—Leave Baltimore at 7:25 P. M. Express, 7:25 P. M. Express; 2:30 P. M. Express; 7:25 P. M. Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester. Arrives at Philadelphia at 11:30 A. M. On Sundays, leave Philadelphia for West Grove and intermediate stations at 9:00 A. M.; returning, leave West Grove at 6:30 P. M. Through tickets for Philadelphia, West, South, and Southwest may be procured at ticket office, No. 623 Chesnut street, under Continental Hotel, where also State Road tickets are sold. Tickets will be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the United Transfer Company.

PHILADELPHIA AND ELBE RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Elbe Railroad will run as follows:— MAIL TRAIN leaves Philadelphia at 10:30 P. M. arrives at Elbe at 8:00 A. M. ELBE EXPRESS leaves Philadelphia at 7:40 P. M. arrives at Elbe at 5:15 P. M. ELMIRA MAIL leaves Philadelphia at 7:25 A. M. arrives at Lock Haven 7:30 P. M. BALD EAGLE MAIL leaves Philadelphia at 1:30 P. M. arrives at Lock Haven at 2:45 P. M. EASTWARD. MAIL TRAIN leaves Elbe at 8:00 A. M. arrives at Philadelphia at 9:25 P. M. ELBE EXPRESS leaves Elbe at 5:15 P. M. arrives at Philadelphia at 8:10 P. M. ELMIRA MAIL leaves Elbe at 5:15 P. M. arrives at Philadelphia at 9:25 P. M. BUFFALO EXP. leaves Elbe at 5:25 A. M. arrives at Philadelphia at 9:25 P. M. BALD EAGLE MAIL leaves Elbe at 1:30 P. M. arrives at Philadelphia at 1:30 P. M. WESTWARD. MAIL TRAIN leaves Elbe at 8:00 A. M. arrives at Philadelphia at 9:25 P. M. ELBE EXPRESS leaves Elbe at 5:15 P. M. arrives at Philadelphia at 8:10 P. M. ELMIRA MAIL leaves Elbe at 5:15 P. M. arrives at Philadelphia at 9:25 P. M. BUFFALO EXP. leaves Elbe at 5:25 A. M. arrives at Philadelphia at 9:25 P. M. BALD EAGLE MAIL leaves Elbe at 1:30 P. M. arrives at Philadelphia at 1:30 P. M. Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and mail and Accommodation connect at Irvin with Oil Creek and Allegheny River Railroad.

THE PHILADELPHIA AND BALTIMORE RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:— LEAVES PHILADELPHIA, from depot of P. & W. & R. R. Company, corner Broad street and Washington avenue. For FERRY DEPOT at 7 A. M. and 4:30 P. M. For OXFORD at 7 A. M., 4:30 P. M. and 7 P. M. For CHADDS FORD AND CHESTER CREEK at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M. Train leaving Philadelphia at 7 A. M. connects at Ferry with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4:30 P. M. leaving Oxford at 6:00 A. M., and leaving Ferry Depot at 9:25 A. M., connect at Chads's Ford Junction with WILMINGTON & READING R. R.

RAILROAD LINES.

READING RAILROAD.—GREAT THUNK LINE. Leave Philadelphia at 7:30 A. M., 12:30 P. M., and 7:30 P. M. for Reading, Lehigh, and Easton. Leave Philadelphia at 7:30 A. M., 12:30 P. M., and 7:30 P. M. for Reading, Lehigh, and Easton. Leave Philadelphia at 7:30 A. M., 12:30 P. M., and 7:30 P. M. for Reading, Lehigh, and Easton.

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RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M. SUNDAY, JUNE 13, 1870. The trains of the Pennsylvania Central Railroad leave the depot at Thirtieth Street and Market Street, 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 Chestnut 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 Chestnut streets, and at the Depot. Agents of the United Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 91 Chestnut street, or No. 110 Market street, will receive attention.

MAIL TRAIN. Paoli Accommodation 8:00 A. M. Erie Express 11:00 A. M. Harrisburg Accommodation 2:30 P. M. Lancaster Accommodation 4:00 P. M. Parkersburg Train 5:30 P. M. Cincinnati Express 8:00 P. M. Erie Mail and Pittsburgh Express 10:45 P. M. Way Passenger 11:30 P. M. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport. On Sunday night leaves Philadelphia at 12:30 P. M., Sunday 6 o'clock. Pittsburgh Express, leaving on Saturday night, runs only to Harrisburg. Cincinnati Express leaves daily. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets may be procured and baggage delivered by 5 P. M. at No. 110 Market street. Sunday Train No. 1 leaves Philadelphia at 9:45 A. M., and leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M. Sunday Train No. 2 leaves Philadelphia at 9:45 A. M., and leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M. Sunday Train No. 3 leaves Paoli at 6:50 A. M., arrives at Philadelphia at 8:15 A. M. Sunday Train No. 4 leaves Paoli at 4:50 P. M., arrives at Philadelphia at 6:10 P. M.

CINCINNATI EXPRESS. 8:00 A. M. Philadelphia Express 9:30 A. M. Erie Mail 10:45 A. M. Paoli Accommodation 11:30 A. M. Parkersburg Train 1:30 P. M. Fast Line and Buffalo Express 2:30 P. M. Lancaster Accommodation 4:00 P. M. Erie Express 5:40 P. M. Lock Haven and Elmira Express 9:40 P. M. Pacific Express 10:45 P. M. Harrisburg Accommodation 11:30 P. M. For further information apply to JOHN F. VANLEER, JR., Ticket Agent, No. 110 MARKET STREET, PHILADELPHIA. FRANCIS FUNK, Ticket Agent, No. 110 MARKET STREET, PHILADELPHIA.

THE PENNSYLVANIA RAILROAD COMPANY will not assume any risk for baggage, except for wearing apparel, and limit their special rate for 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. A. J. CASSATT, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH PENNSYLVANIA, SOUTHERN AND INTERIOR PENNSYLVANIA, CHESTER, COVINGTON, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. Takes effect May 15, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), for Philadelphia, as follows:— 7:00 A. M. (Accommodation) for Fort Washington. At 9:05 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, and in connection with the ELBE RAILWAY for Reading, Lehigh, Schuylkill, COVINGTON, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

At 9:05 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, and in connection with the ELBE RAILWAY for Reading, Lehigh, Schuylkill, COVINGTON, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morristown and Essex Railroads. At 11 A. M. (Accommodation) for Fort Washington, 11:30, 1:30, 3:30, 5:30, 7:30, 9:30, 11:30 A. M., 1:40 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. At 2:30 P. M. (Accommodation) for Doylestown. At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. At 4:15 P. M. (Mail) for Doylestown. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. At 6:00 P. M. (Accommodation) for Lansdale. At 8:00 and 11:30 P. M. (Accommodation) for Fort Washington.

At 11:30 P. M. (Accommodation) for Fort Washington, 11:30, 1:30, 3:30, 5:30, 7:30, 9:30, 11:30 A. M., 1:40 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. At 2:30 P. M. (Accommodation) for Doylestown. At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. At 4:15 P. M. (Mail) for Doylestown. At 5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. At 6:00 P. M. (Accommodation) for Lansdale. At 8:00 and 11:30 P. M. (Accommodation) for Fort Washington.

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AUCTION SALES.

M. THOMAS & SONS, NOS. 147 AND 141 N. S. FOURTH STREETS. Sale No. 1499 Chesnut Street. FIXTURES OF AN ICE CREAM SALOON AND CAKE BAKERY, PLATE GLASS SHOWCASE, MARBLE TOP COUNTER AND TABLES, SHELVING, ICE CREAM CANS AND TROUBLES, BAKE PANS, COPPER KETTLES, ETC. On Monday Morning.

June 27, at 10 o'clock, the fixtures, comprising—Plate glass showcases, marble top counters, marble-top tables, a large quantity of glass jars, ice cream plates, show china, cake stands, copper kettles, ice cream pans, iron cream cans and moulds, tubs, superior metal and pewter, scales and weights, very large and superior stove, also ironing board, and many other articles. TERMS—Cash. Particulars in catalogue, 6242.

SALE OF REAL ESTATE AND STOCKS. On Tuesday, June 23, at 12 o'clock, noon, at the Exchange will be sold:— BAKER STREET, No. 618—Brick Dwelling. TENTH STREET (South), No. 612—Modern Residence. SEVENTEENTH STREET (North), No. 813—Modern Residence. WOOD STREET, No. 1530—Three Brick Dwellings. INCURVED AND MASTER STREETS, N. E. corner—Coal Yard. HIRSH SUN—Valuable Lot, 7 1/2 acres, fronts on five streets. WEST DELANCEY PLACE, No. 2182—Modern Residence. FIFTH STREET, Nos. 1021 and 1023—Modern Residence. HILLSIDE STREET—Valuable Saw Mill. SECOND AND PRIME STREETS, N. W. corner—Store and Dwelling. FIFTEENTH STREET (North), No. 273—Modern Dwelling. BRETTE STREET, Cape May, N. J.—Double Cottage. MARKET STREET, No. 3502—Store and Dwelling. POWELL STREET, No. 513—Brick Dwelling. NINETEENTH STREET, below South-Brick Dwelling. DELAWARE STREET, Camden, N. J.—A lot of ground. EIGHTH STREET (South), No. 1003—Store and Dwelling. BEACH STREET, No. 1126—"Treaty Hotel". TWELFTH STREET (South), No. 1014—Brick Dwelling. CATHARINE STREET, Nos. 506 and 508—Brick Dwelling. SIXTEENTH STREET, North of Tioga—Lot. SEVILLA STREET—Lot. CLEARFIELD COUNTY, Pa.—227 Acres. RIVER ROAD, Hockessin—Dwelling. GROUND RENT—\$48 a year. 2100 shares Clinton and Allegheny River Oil. \$2500 mortgage coupon bonds Juniata Iron Manufacturing Company. 250 shares Central National Bank. 50 shares Kensington National Bank. 100 shares Bank of America. 100 shares Enterprise Insurance Company. 50 shares Chester Valley Railroad Company. \$2000 mortgage 7 per cent. Tremont Coal Company, June and December. \$5000 consolidated mortgage Huntington and Brockton Railroad. 9 shares Provident Life and Trust Company. 10 shares New Creek Company. 10 shares National Bank of the Republic. 6243.

LARGE SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS. On Monday Morning, June 27, at 10 o'clock, on four months' credit, by order of Messrs. Butler, Luckemeyer & Co., the importation of Messrs. Societal Freres, 634 1/2.

CLOSING SALE OF 2000 CASES BOOTS, SHOES, BROGUE, GAITHERS, SOCIETAL FRERES, ETC. On Tuesday Morning, June 23, at 10 o'clock, on four months' credit, 6233.

CLOSING SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS. On Thursday Morning, June 26, at 10 o'clock, on four months' credit, 6245.