THE DAILY EVENING TELEGRAPH-PHILADELPHIA, TUESDAY, JULY 5, 1870.

ROYAL BABIES.

over the domestic affairs of European monarchs, indulges in this essay: --

"From the moment when pealing bells throughout the kingdom give joyfal tidings of the happy nuptuals of kingly Darby and queenly Joan, the thoughts of every loyal subject fondly turn to the expected royal baby. The weal or woe of the superb parents is a matter of small consequence. The object of the glittering pageant is a royal baby, and when that limp specimen of royal humanity does come to town, guns are fired, hourly Unlieting reveal the state of the infantine poll, and leyal neges become loyally oblivious of all the cares of life. King Darby and Queen Joan may now go marching home just as fast as they please. The kingdom is safe, though the heir be more interested at the moment in golden tops and emerald marbles than treaties of peace, declarations of war or the state of the national exchequer.

"Every squeal of the royal baby echoes in the maternal heart of every patriotic subject. Teething is met by public prayer. A recovery from whooping cough is heralded by rolling salutes of resuferous cannon. The measles become the deadly foe of millions until the perilous crisis is past, and as for smallpox, a pest upon the thought. And the royal baby grows in wisdom and loveliness-in the public mind. The loyal press chant the praises of its precovious intelligence and robust health. There are two royal babies-the one, the baby of the loyal public, bright, capable, and strong; the other, the true baby of the royal household, flabby, weak, and stupid. But it answers every purpose. The people believe that the baby is all that they wish it to be. What mother sees faults in her toddling firstborn? And the mother of the first royal baby is millions of loval people.

"A man is envied who is born with a silver spoon in his mouth, but what can express the glory of the baby all whose spoons are gold, whose candy is rolled in gilded paper, whose dolls are garbed in sating fine, whose every toy is a jewel of price, whose toars are dried with gold brocade, whose infantine accents reach the outer world through the mouths of silver trumpets? This is, in very truth, the glory and the splendor of royal babydom-as the public mind believes. There may be within the palace walls a hollow-eyed, weazened child, hugging a dilapidated wooden monstrosity to its heaving breast, and loving mud-pies better than pate de faie gras or choicest bon-bons of Paris; but this, whatever the truth, is not the royal baby whom the people think they know and actually do love.

'Time rolls on with royal babies as with the child of chimney-sweep or dustman, and by the time that the baby is out of its longs and into its shorts the minister of its royal father and mother are on the gui vice for a royal marriage. Perched on the top of the social tree, does the baby marry whom it pleases? Not a bit of it. The peasant may marry for love and fancy, but the royal baby must wed for reasons of state, to prop a falling throne, to confirm a waiting friend, or soften a bitter foe. This is a part of the price that must be paid for the golden spoons of roval babydom.

"The universe is hunted over, and very soon a list is prepared of eligible candidates for the hand of the royal prodigy. Again is the public on the alert, eager for another wedding and more royal babies. A husband or a wife is bargained for just as a string of fish is bought in the market. And then the bells ring, and more bulletins are published, and the whole programme goes over again.

which seems quite unaccountable. That the A writer in the Charleston News, excited king is by law the head of the Church is one of the commonest of beliefs; the great mass of people, we have no doubt, fully believe it: lawyers and political leaders believe it: they put the supposed fact into their law books and into their parliamentary speehes, and ground elaborate legal and parliamentary arguments npon this mere delusion. And though it is certain that the title has never, since the early days of Mary, formed any part of the regular royal style, it is not at all unlikely that it may have crept into formal documents earlier than the present singular paper dated iron. Addington. And yet, after all, the belief that the king is by law the head of the Church is exactly of a piece with the kindred beliefs that the 'royal family' may not marry 'subjects, that the law of charitable uses is the Mortmain Act, that man may not marry his second cousin, or that he may sell his wife in the market. Still here is the fact, that the Archbishop of Canterbury, or whoever draws up papers in his name, bestows on Queen Victoria a title which Queen Elizabeth distinctly refused, and which Queen Victoria has certainly not asked for. The writer of the document probably thought himself extrenely clever in digging up some forgotten form of the time of Henry VIII or Edward VI; so he copied the heading of it quite literary, in blissful ignorance of all that had been said about the matter in the sixteenth century and all that has been said about it in the nineteenth."

PROPOSALS.

DEOPOSALS FOR CLOTHING AND CLOTHING MATERIALS.

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WARRANT TRANSPORTATION OF THE PARTY	

BURE	AU OF	PRO			CLOTHING		
					July 1, 18	70.)	
Sealed	Propo	egin.	indorse	1 1 IP	ronceals fo	or clistly.	

reg, will be received at this Bureau until 2 o'clock P. M, on the 27th day of July, 1870, for the supply of

RC	TOHOWIH	1 91.03	CIGS!	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	
	50,000	ards	Dark	Blue Flo	muel.
	HOW ADDADD -	of the local division of	Diam'r.	Witness Distant	

10,000	yards Blue Nankin,
10,000	vards Barnsley Sheeting.
	The second second second second second second second

8,000 pairs Calf Shoes,	#M1220	pana	11 ODMOTE 12/0/0/04
	8,000	pairs	Calf Shoes.

s,000 pairs Call Shoes. 4,000 pairs Kip Shoes. The above-mentioned articles must be delivered at the Navy Yard, New York, within ninety days from the date of contract, and must conform to havy standard, and be equal in all respects to the samples at the several Navy Yards, and must pass the usual inspect of

inspector. The Flannel must be all wool, twilled, and wooldyed with pare indigo, and must be in pieces of about fifty yards in length, twenty-seven inches wide, weighing five and one-half ounces per yard, and to have a list on each edge of four white woollen threads woven in the whole length of the piece; the pieces to be rolled separately without cloth boards and no piece to have a less average weight than five and four-tenths ounces per yard. The quality and color of the flannel to be equal to the samples at the

several inspections. The Nankin must also be pure indigo-dyed.

The Sheeting must be free from cotton, eighty inches in width, weighing twelve ounces and thirty-one one-hundredths per yard, texture 4 by 4 to 1-16

The Shces must be delivered in boxes made of seasoned white pine, planed and tengued and grooved; sides, top, and bottom five-eighth inch thick, and the ends one inch thick; the sides to be named to the bottom, and the top to be secured by not less than ten one and three-fourth inch screws, one screw at each and of the box, to be counter sunk one quarter inch by one and one-quarter inch in diameter.

The sizes of the Socks and Shoes must conform to the schedule to be supplied by the inspector at New

Bonds, with approved security, will be required in cne-quarter the estimated amount of the contract, and twenty per cent, in addition will be withheld from the amount of each payment as collateral security for the due performance of the contract, which reservation will not be paid until the contract to fully complied with is fully complied with.

Every offer must be accompanied by a written guarantee, signed by one or more responsible per-sons, that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the articles proposed. No proposals will be considered unless accompanied by such guarantee, nor from any parties who are not bona fide manufacturers of cr regular dealers in the articles they effer to furnish in conformity with the second section of the joint resolution approved March 3, 1863. The Department reserves the right to reject any proposals unless the responsibility of the guarantors is certified to by the Assessor of Internal Revenue for the district in which they reside; and unless the license required by act of Congress is furnished with the proposal, as well as to reject any proposal not considered advantageous to the Government, E. T. DUNN, Chief of Cureau. 7 t ftust

RAILROAD LINES.

1870. -FOR NEW YORK-THE GAMDEN ton Halfroad Companies' lines from Philadelphia to New York and Way Places. FROM WALNUT STREET WHARP.

At 680 A. M., Accommonation, and 2 P. M. Express, via Camden and Amboy, and at \$ A. M., Express Mail, and \$ 30 P. M., Accommodation, via Canden and Jersey City. At 0 P. M., for Amboy and intermediate stations.

At 6 50 A. M., 2 and 3 50 P. m. for Freehold. At 8 A. M. and 2 P. M. for Lovg Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. BL, 12 BL, 2, 3 30, and \$ P. M. for Trenton

Trenton. At 6'30, 6, and 10 A. M., 12 M., 2, 3'30, 5, 6, 8, and 11 30 P. M. for Fordentown, Florence, Bur-lington, Beverly, Delence and Hiverten. At 6'20 and 10 A. M., 12 M., 3'30, 5, 6, 8, and 11 die F. M. for Edgewater, Riverside, Elverton, at 4 Palmura

srd Palmyra, At 650 and 10 A. M., 12 M. 5, 8, 8, and 11:39 P. M.

for Fish House.

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. 51, and 5 P. A. for

At 7 30 A. M., 230, and 5 P. M. for Morrisville

At 7 30 A. M., 230, and 5 F. E. for Morrisville and Tullytown. At 7 30 and 1045 A. M., 230, 5, and 6 P. M. for Scherch's Eddington, Cornwells, Torresdale, and holmesburg Junction. At 7 A. M., 1230, 515, and 736 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 1046 A. M., 1230, 230, 515, 6, and 730 At 7 and 1046 A. M., 1230, 230, 515, 6, and 730 for Tacony, Wissinoming, Bridesburg, and

Frankford. FROM WEST THILADELPHIA DEPOT.

Via Connecting Railroad. At 7 and 9 80 A. M., 12 45, 6 45, and 12 P. M., New York Extress Lines, and still 30 P. M., Emigrant

Line, via Jersey City. At 7 and 930 A. M., 1245, 645, and 12 P. M. for Trenton and Bristol

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Jurction, Tacony, Wissmoning, Bridesburg, and Frankford. The 9'80 A. M., 6'45 and 12 P. M. Lines will run

daily. All others Sundays excepted. Sunday Lines leave at 12 M. (noon), 646 P. M.,

BELVIDERE DELAWARE RAILROAD LINES

BELVIDERE DELAWARE RAISCOAD LINES PROM RESENSTON DEPOR. At 730 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-tor, Oswego, Syracuse, Grent Bead, Montrose, Wikesbarre, Schooley's Mountain, etc. At 730 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belviders, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lamberville and intermediate

At 5 P. M. for Lambertville and intermediate STATIONS. CAMPEN AND BURLINGTON COUNTY AND

EMBERTON AND HIGHTSTOWN RAIL-ROADS. TROM WALNUT STREET WHATE.

At 7 A. M. and 3:30 P. M., Express Lines, via New Jersey Southern Railroad for New York, Long Branch, Eatontown, Farmingdale, Toms River, and Manchester,

At 7 and 10 A. M., 1, 2/15, 3/30, 5, and 6/30 P. M., and on Thursday and Saturday nights at 11/30 P.

M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2 15 and 6 30 P. M. for Lumberton and Moder of the State of the

Medford. A t 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 3'30 P. M. for Lewistown,

Wrightstown, Cookstown, New Fgypt, and Hor-

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Im-laystown, Sharon, and Hightstown. July 4, 1870. WM. H. GATZMER, Agent.

TIMORE RAILROAD,-TIMORE RAILROAD,-TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street

Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Ferryville, and Havre-de-Grace. ConRAILROAD LINES.

R EADING RAILBOAD-GREAT TRUNK LINE from Philade'phia to the interior of Penn-sylvania, the Schuylkill, Susquehanna, Cumber-land, and Wyoming Valleys, the North North Wyoming Valleys, the North, Northwest, and the Caradas.

SPRING ARRANGEMENT

Of Parsenger Trains, May 16, 1570. Leaving the Company's Depot at Thirteenth and failewhill streets, Philadelphia, at the following Lours ----MORNING ACCOMMODATION.

At. 7:20 A. M. for Reading and all intermediate stations, and Al'entown. Returning, leaves Read-ing a. **20 P. Di.; arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS. At 546 A. M. for Reading, Lebanon, Harrisburg, Potsville, Filegrove, Tamaqua, Sunbury, Wil-inan-sport, Elmira, Rochester, Niagara Falls, Buf-hab, Wilkerbarre, Filtston, York, Carlisle, Cham-

bershurg, Hagerslown, etc. The 7.59 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8.16 A. M. train connects with the Lebenen Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Wildam, port, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumber-Lod Valley and Schwicht Ward Schuenbarg trains bershurg, Hagerstown, etc. land Valley and Schurikill and Susquehana trains for Northumberland, Williamsport, York, Cham bersburg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Read-ing and Columbia Railroad trains for Columbia, etc POTTSTOWN ACCOMMODATION. Leaves Fottstown at 625 A. M., stopping at in-termediate stations; arrives in Philadelphia at 840 A. M. Leturning, leaves Philadelphia at 440 P.

A. M. Returning, leaves Philadelphia at 400 P. M ; arrives in Potistown at 645 P. M. REALING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 540 A. M. and 420 P. M., and Reading at 7 80 A. M. and 635 P. M., stopping at all way stations; arrive in Philadelphia at 1629 A. M. and 925 P. M. Returning, leaves Philadelphia at 545 P. M.; ar-rives in Reading at 755 P. M. and at Pottsville at

rives in Reading at 7:55 P. M., and at Pottsville at

Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Fhiladelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 250 P. M., and Pottsville at 250 P. M., arriving at Philadelphia at

7-00 P. M. Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 440 P. M. Connect-ing at Heading with Afternoon Accommodation routh at 655 P. M., arriving in Philadelphia at 0456 M. 9.25 P. M.

0'25 P. M. Market train, with a tasseeger carattached, leaves Fhiladelphia at 12'50 noon, for Reading 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 ex-

cented. Sunday trains leave Fottsville at 8 A. M., and Fhiladelphia at 3:15 P. M. Leave Philadelphia for Heading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Ferkiomen and Colebrookdale Railroad

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:15 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6 45 and 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passens ers for Mount Pleasant and intermediate points take the 7:20 AMM, and 4:00 P. M. trains rom Philadel; his, returning from Mt. Pleasant at -00 and 1) 60 A. M

Too and D 60 A. M.
 NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
 Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Hailroad Express trains for Pittburg, Chicago, Williamsport, Elmira, Balti-mora etc.

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5.55 A. M. and 5.00 A. M., passing Reading at 7.23 A. M. and 10.45 A. M., arriving at New York 12.05 noon and 3.46 P. M. Sleeping cars accompany these trains through between Jersey City and

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 250 P. M. Mail train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. 1'16, 3 30, and 5'20 P. M., for Abington. 1'45 P. M. (Express) for Bethlehem, Easton, Al-

RAILROAD LINES.

AUD FION SALES,

M. S. FOURTH STREET. NOS. 129 AND 141

Extensive Sale at the Auction Rooms. SUPERIOR HOUSEHOLD FURNITURE, PIANOS, MIRRORS, FIRE-FROOF SAFES, FINE CAR-PETS, ETC. EIC. On Thursday Morning. July 7, at 9 o 'clock, at the auction rooms, by catalogue, 4 mandsome walnut parlor suits, covered with plush; walnut and cottage chamber suits, 3 rosewood plano-fortes, French plate mantel and plet mirrors, walnut and mahogany wardrobes, bookcases, extension and centre tables, bedding.

bookcases, extension and centre tables, bedding, china and glassware, office furniture, 2 fire-proof safes by Farrel & Herring, from chest, chandeliers,

sewing machines, refrigerators, stoves, fine car-

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, NO. 1110 CHES. NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1013 S. Twelfth street. STOCK OF A GROCERY STORE AND FIXTURES.

On Wednesday Morning, July 6, at 10 o'clock, at No. 1013 S. Twelfth street, will be sold the stock and fixtures of a grocery store. Can be examined after S o'clock on morning of sale

M ARTIN BROTHERS, AUCTIONEERS,-(Lately Salesmen for M. Thomas & Sons.) No. 764 Chesnut st., rear entrance from Minor.

Sale at the Auction Rooms, SUPERIOR HOUSEHOLD FURNITURE, ELEGANT

French Plate Mantel and Pler Mirrors, Elect An sels and other Carpets, Parlor and Chamber Saits, Bookcases, Wardrobes, Set liarness, Retrigerators, China and Glassware, etc. On Wednesday Morning,

V July 6, at 10 o'clock, at the auction rooms, No. 704 Chesnut street, an excellent assortment of house

Six elegant French-plate mantel, pler, and ovat mirrors, in handsome walnut and gilt frames. It

C CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER.

For particulars see "Public Ledger."

every respect.

vely for each

and 6 P. M.

same. 6 28

and

press,

Hook.

for the

General Superintendent.

will be furnished

charge.

NONCERT HALL AUCTION ROOMS, No. 1219

Personal attention given to sales of household fur-

niture at dwellings. Public sales of furniture at the Auction Rooms,

No. 1219 Chesnut street, every Monday and Thurs-

N. B .- A superior class of furniture at private sale.

Manufacturers' special sale.

ELEGANT WALNUT PARLOR SUITS, CHAMBER FURNITURE, inished in ebony and plain ; Book-cases, fine Wardrobes, Library Furniture, Secreta-

ries, Drawing-room Suits, in Reps and Terry; Ele-

gant Walnut Hat and Umbrella Stands, Extension Tables, Dhing-room Chairs, Handsome Walnut

Sideboards, Superior Lounges, Towel Racks, etc., etc., by order of manufacturers,

On Thursday Morning.

July 7, at 10 octock, will be sold at the auction rooms, No. 1219 Chesnut street, the largest assort-

ment of new and very superior furniture ever offered in this city. The goods are warranted first-class in

BY BARRITT & CO., AUCTIONEERS. CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 252 and 254 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

TN LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKY, THUM AS ANDFRSON & CO.

AUCTIONFERS AND COMMISSION MERCHANTS LOUISVILLE, KY.

Business strictly Commission. All auction cales excla

Considements solicited for anotion or private sales. Regular anotion sales of boots, shoes, and hats every

Thursday. Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 cm

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE.

Mail. 800 A. M. Freight (with passenger car) 945 A. M.

Icave Vine Street Ferry every Saturday, at 2 P. M.
 Returning, leave Atlantic City, Monday, 940 A. M.
 LOCAL TRAINS LEAVE—
 For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M.
 For Atco and intermediate stations, 10:15 A. M.

" Atlantic City at. 425 P. M. The Union Transfer Company, No. 825 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destina-

tion. Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the

sale of through tickets only. Passengers are allowed to take wearing apparel

NEW JERSEY SOUTHERN RAILROAD LINE.

NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN

SPLENDID PALACE CARS.

NO CHANGE OF CARS EETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870,

from Pier No. 25 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 430 P. M. Sx-

from foot of WALNUT Street, at 7-00 A. M. Accom-

from foot of WALKOT Sheet, at 100 A. S. Acton monation and 230 P. M. Express. The NARRAGANSET IT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalied accommodations, and will

make the connection between New York and Sandy

"Traveller's" and "At pleton's Guides." C. L. KIMBALL, 6 27 Superintendent.

WEST JERSEY RAILROADS.

COMMENCING THURSDAY, JUNE 80, 1870.

ferry), at 800 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.

Stor A. M., Mail for Bridgeton, Salem, vinerand,
Miliville, Swedesboro, and intermediate stations.
0 0 A. M. Mail and Express for Cape May.
11:45 A. M., Woo dbury Accommodation.
2:16 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
2:30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and intermediate stations.
4:00 P. M., Passenger for Cape May only.
5:46 P. M., Passenger for Swedesbero and Clay5:00 P. M., Passenger for Swedesbero and Clayton, stopping at all stations.
Cape May Season Tickets, good for four months
from date of jurchase, \$60. Annual Tickets, \$100.
Freight Train leaves Chamden daily at 9:20 A. M.,
stepping at all stations between Glassboro and
Cape May, and 12 oclock noon for Swedesboro,
salem, and Bridgeton.
Freight recoired in Philadelphia at second
covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue.
315 WM. J. SEWELL, Superintendent.

Leave Philadelphia, foot of Market street (upper

in the Atternooon from each end of the route, THE EXPRESS TRAIN

D. H. MUNDY,

Agent.

Special Excursion.....

O S E P H P E N N E Y, AUCTIONEER,

NO. 1307 CHESNUT FTREET. (6 25 1f

11 245

.5 35 P. M.

hold furniture and other goods. ELEGANT MIRRORS.

7521

pets, etc. etc.

of sale.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER S P. M., SUNDAY, JUNE 12, 1870. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Marhet 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 Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call

for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. Mail Train TRAINS LEAVE DEPOT.

 TRAINE LEAVE DEPOT.

 Mail Train
 8'00 A M.

 Paoll Accommodation
 12'50 and 7'10 P. M.

 Fast Line
 12'30 P. M.

 Eric Express
 11'00 A. M.

 Harrisburg Accommodation
 2'30 P. M.

 Lancaster Accommodation
 4'10 P. M.

 Parkesburg Train
 5'30 P. M.

 Cincinnati Express
 8'00 P. M.

 Erie Mail and Pittsburg Express
 10'30 P. M.

 Way Passenger
 11'30 P. M.

 Parkesburg Train Cincinnati Express Erie Mall and Pittsburg Express 10:30 P. 10:30 P.

o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg. Uncinnati Express leaves daily. All other trains

aily except Sunday. The Western Accommodation Train runs dally, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M. at No. 116 Market street. Sunday Train No. 1 leaves Philadelphia at 8.40

A. M.; arrives at Faoil at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-rives at Paoil at 740 P. M. Sunday Train No. 1 leaves Paoll at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoll at 4:50 P. M.; arrives at

Philadelphia at 6 10 P. M.

н	TRAINS ARRIVE AT DEPOT.
Į.	Cipcinnati Express · 8 10 A. M.
l	Philadelphia Express 6'30 A. M.
	17-17- DY-17
	Paoli Accommodatin . 8 20 A. M. and 6 40 P. M.
	Parkesburg Train 9'00 A. M.
	Fast Line and Buffalo Express 9:35 A. M.
	Lancaster Train
	Erie Express 5.40 P. M.
	Lock Haven and Eimira Express 940 P. M.
	Pacific Express
	Harrisburg Accommodation 940 P. M.
	For further information apply to

r further information apply to JOHN F. VANLEER, JR., Ticket Agent. No. 601 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 118 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot.

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 Hun-dred 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-N OKTH PENNSILVANIA KAILKOAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. Takes sife to May 10, 105 Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-7.00 A. M. (Accommodation) for Fort Washing-ton.

ton. At 7:35 A.M. (Express), for Bethlehem, Easton, Al-

lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hazleton, Pittaton, Towanda, Way for Buffalo, Niagara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Grent West.

the Great West. 8 25 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Betalehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittsten, Scranton. Hackettatown, Schooley's Mountais, and N. J. Central and Morris and Essex

11 A. M. (Accommodation) for Fort Washington.

hailroads.

"But where is the use of it? And where will it end? His Majesty Infelix XXIII may have ten royal babies who are cheerfully provided for by the loyal tax-payers; but when these ten are multiplied by ten, and these again by ten, who is to provide the pensions and palaces, the purple and fine linen, the jewels and the golden sceptres? A people is not like the magic horse, whose back grew longer as the burdens were heaped upon it. There must be a limit to its endurance; and who can tell whether the breaking of the popular back will be heralded by a silent protest or a war of revolution ? The royal baby must beware in time. Unless some monarchical Malthus seize the reins and curb the multiplication and increase, the wealth of a whole nation will be insufficient to support its parasitic babies. A squall is brewing, but, I the same, the Emperor of Russia and the hing of Prussia meet at Ems to arrange a marriage for two more royal babies."

GEORGE SAND .- Imagine a woman of low stature, fat, without obesity, broad-shouldered, and whose head, out of proportion in size, has the placid expression of people who are always dreaming, and who possess the faculty of abstracting their thoughts from external objects. Her widely opened eyes are black, a coarse, deep, opaque black, without a luminous point. The pupils are so fixed they make the owner impenetrable. The mouth is vulgar, and reveals nothing, neither passions nor appetites. The complexion is the color of old ivory, and a physician would diagnose a liver disease at sight of a hne which resembles that caused by extravasated bile. As for her hands, their microscopic dimensions remind me of the reply made by a princess who was complimented on her small feet. "When they get to be that size they are not advantages, they Madame Sand's short, are infirmities." plump hands look like those of a child eight years old. She rises at 11 o'clock, and breakfasts alone, having an egg and a cup of coffee without milk or sugar. Breakfast ended, she lights a cigarette of Maryland tobacco, which she buys ready-made in Paris. She is very fond of smoking, and smokes incessantly. When her cigarette is nearly consumed she throws it into a small earthenware pot half filled with water placed on the table. The pchit made by the burning tobacco as it falls in the water highly amuses her. She forbids her guests smoking cigars and pipes. After breakfast she walks in her park, if the weather permit, or plays a few games of cochonnet (twelvefaced Jack), in which she is very skilful. At half-past 12 she goes to her chamber, and there she works until half-past 6, when dinner is served. Meat soup is always on the table, but never any fish or vegetable soup. Game is rarely on the table. Fish is occasionally served; her favorite fish is fried stickleback, which she herself catches with a large butterfly hoop-net in a neighboring stream. She is extremely fond of vegetables and fruit, especially the latter. She frequently has, during the season, as many as five varieties of strawberries on her table at one time.

THE HEAD OF THE ENGLISH CHURCH .-The Archbishop of Canterbury, who might be supposed to know, lately addressed a document to the Queen, in which he styled her "the supreme head on earth of the Church of England." The Saturday Review pronounces this the strangest blunder that it ever saw. It says that for more than three hundred years the title of the head of the Church has had no legal being; and has formed no part of the It was used by Henry VIII and royal style. by Edward VI, but never afterwards: "Yet the notion clave to men's minds in a way

TO CONTRACTORS AND BUILDERS.

SEALED PROPOSALS, endorsed "Proposals for Building a Public School House in the Twenty-second Ward," will be received by the undersigned, at the office, southeast corner of SIXTH and ADEL-PHI Streets, until TUESDAY, July 5, 1870, at 12 o'clock M., for building a Public School House, situate on Highland avenue, Twenty-second ward. Said School House to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of Controllers of Public Schools. No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known master builders.

By o	rder of the	Committee on	Property.
		H. W	. HALLIWELL,
je28	24 28 jy 2 5	5t\$	Secretary.

TO CONTRACTORS AND BUILDERS.

SEALED PROPOSALS, endorsed "Proposals for SKALED PROPOSALS, endorsed "Proposals for building a Fublic School House in the Twenty-fifth Ward," will be received by the undersigned at the office, southeast corner of SIXTH and ADELPHI streets, until TUESDAY, July 5, 1870, at 12 o clock M., for building a Public School House on a lot of ground situate on Frankford road and Helen strest, in the Twenty-fifth ward. in the Twenty-fifth ward.

Said School House to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Controllers of Public Schools.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the pro-visions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known master builders.

By order of the Committee on Property. H. W. BALLIWELL, je 23 24 28 jy 2 5 5t5 Secretary.

TO CONTRACTORS AND BUILDERS.

SEALED PROPOSALS, endorsed "Proposals for Building a Public School House in the Second Ward," will be received by the undersigned, at the office, southeast corner of SIXTH and ADELPHI Streets, until TUESDAY, July 5, 1870, at 12 o'clock M., for building a Public School House on a lot of ground situate on Carnenter street above Ninth in the situate on Carpenter street, above Ninth, in the Second ward. Said School House to be built in ac-cordance with the plans of L. H. Esler, Superintend-ent of School Buildings. To be seen at the office of the Controllers of Public Schools.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provi-sions of an ordinance approved May 25, 1860, have been compiled with. The contract will be awarded only to known master builders.

By order of the Committee on Property H. W. HALLIWELL, je23 24 28 jy2 5 5t Secretary.

P BO P O S A L S. - TO CONTRACTORS AND BUILDERS.

SEALED PROPOSALS, endersed "Proposals for SEALED PROPOSALS, endorsed "Proposals for Building a Public School House in the Twentieth ward, west," will be received by the undersigned, at the office, southeast corner SIXTH and ADELPHI Streets, until TUESDAY, July 5, 1870, at 12 o'clock M., for building a Public School House on a lot of ground, situate southeast corner of Twenty-third and Jefferson streets, Twentieth ward, west. Said School House to be built in secondance with the School House to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Controllers of Public Schools. No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known master builders.

By order of the Committee on Property. H. W HALLIWELL, je 28 24 29, jy 2 5 5t Secretary.

PAPER HANGINGS, EIG.

LOOK! LOOK !! LOOK !!!-WALL PAPERS cheapest n the city, at JOHNSTON'S Depet, No. 1033 SPRING GAEDEN Street, below Eleventh. Branch, No. 307 FEDERAL Street, Camdan, New Jersey.

and the second s

nects at Wilmington with train for New Castle. nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolla, Chase's and Stop mar's Kun

and Stenmer's Kun. and Stemmer's hun, Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-monts and Magnalia man's, and Magnolia.

Passengers for Foriress Monroe and Norfolk will take the 1145 A. M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia

and Wilmington. Leave Philadelphia at 11.00 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Dela-ware 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 Fhiladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 400

P. M. will connect at Lamokin Junction with the 'to A. M. and 4 80 P. M. trains for Baltimore Uenral Railroad.

From Baltimore to Philadelphia,-Leave Baltimore 7.26 A. M., Way Mail; 9 00 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express.

2:35 P. M., Express; 7:25 P. M., Express. SUNDAY TKAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. On Sundays, leave Philadelphia for West Grove and Intermediate stations at 8 00 A. M.; returning, leit West Grove at 3:55 P. M. Through tickets to all points West. South, and

left West Grove at 355 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823 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. PHILADELPHIA AND ERIE RAILROAD, SUMMER TIME TABLE.

On and alter MONDAY, May 30, 1870, the trains on the Philadelphis and Erie Ratiroad run as ollows from Pennsylvania Railroad Depot, West Philadelphia:-

WESTWARD. MAIL TRAIN leaves Philadelphis - 10 20 P. M. Williamsport - 8 00 A. M. arrives at Erle 7:40 P

ERIE EXPRESS leaves Philadelphia 10.50 A. M. Williamsport - 8-15 P. M. arrives at Erfe L. MARA MAIL leaves Philacelphia - 7/25 A. M. ELMIRA MAIL leaves Philacelphia - 7/26 A. M. Wallamsport 6/00 P. M. arrives at Lock Haven 7/20 P. M. BALD EAGLE MAIL leaves Williams-DOFL * * 1'20 P. M. " arrives at Lock Haven - · 2:45 P. M. EASTWARD. " arrives at Philadelphia 5:30 P. M. ELMIRA MAIL leaves Williamsport - 945 A. M. ELMIRA MAIL leaves Williamsport 12 950 P. M. arrives at Philadelphia 9 50 P. M. BUFFALO EXP. leaves Williamsport 12 25 A. M. Harrisburg - 5 23 A. M. " Harrisburg - 5 23 A. M. arrives at Philadelphia 9 25 A. M.

BALD FAGLE MAIL leaves L. Haven 11 35 A. BALD EAGLE EX, leaves Lock Haven 9:35 1 " " " arr. Williamsport 10.50 P. M. Express Mail and Acommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will

run as follows: LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

ington avenue for PORT DEPOSIT at 7 A. M. and 4'80 P. M

For OXFORD, at 7 A. M., 4'30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. 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 Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 430 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9 25 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. R. 4 2

Trains leave Pottsville at 6:30 and 11:30 A. M., and 4:50 P. M., returning from Tamaqua at 8:55 A. W., and 1 40 ard 4 50 P. M.

M., and 140 nr d 4 50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 8:55 A. M. for Pinegrove, and Harrisburg and at 12:55 noen for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3:40 P. M., from Brookside at 3:45 P. M., and Trom Trom Pinet 8:55 A. M. and 5:65 P. M.,

and from Trer out at 6 25 A. M. and 5 95 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, and 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 Pottsville and intermediate stations by Reading and Pottsville 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, I hiladelphia, or of G. A. Mcolla, General Superintendent, Reading. COMMUTATION TICKETS .- At 25 per cent.

discount, between any points desired, for families MILLAGE TICKETS .- Good for 2000 miles, be-

tween all points, at \$47.00 each, for families and Brns. SEASON TICKETS .- For one, two, three, six

nine, or twelve months, for holders only, to all points, at reduced rates. ULERGYMEN residing on the line of the road

will be furnished with carcs entitling themselves and wives to tickets at hall 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 Callowaili

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 i hiladelphia Post Office for all places on the road and its branches at 5 A. M., AI d for the principal stations only at 2 16 P. M. FREIGHT TRAINS leave Philadelphia daily at 4 35 A. M., 12 30 no. 0, 5 and 7 15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

points beyond. BAGGAGE .- Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOULTH Street. or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

WEST CHESTER AND PHILADELPHIA RAIL-N ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will enve from the Depot, THIRTY-FIRST and CHES-

6 46 A.M., for B.C. Junction, stops at all stations. 7 16 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at

B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R. 9:40 A. M. for West Chester stops at all stations. 11:50 A. M. for B. C. Junction stops at all stations.

2 30 P. M. for West Chester stops at all stations. 4 15 P. M. for B. C. Junction stops at all stations. 4 45 P. M. for West Chester stops at all stations wes

of Mcdia (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & E. C. R. R. 5:50 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6 55 P. M. for West Chester stops at all stations. 11 30 P. M. for West Chester stops at all stations. FOR PHILADELPHIA.

FOR PHILADELPHIA. 5-25 A. M. from B. C. Junction stops at all stations, 6 So A. M. from West Chester stops at all stations, 7-40 A. M. from West Chester stops at all stations be-tween W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. D. B.

R. R.
8:15 A. M. from B. C. Junction stops at all stations.
1:0:0: A. M. from West Chester stops at all stations.
1:0: F. M. from B. C. Junction stops at all stations.
1:55 P. M. from West Chester stops at all stations.
4:55 P. M. from West Chester stops at all stations.
4:55 P. M. from West Chester stops at all stations.
connecting at B. C. Junction for Oxford, Konnett, Port Deposit, and all stations on the P. & B. C. R. R.
6:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
6:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction, with P. & B. C. R. R. 9 00 P. M. from B. C. Junction. This train co mences running on and after June 1st, 1870, stop-

mences running on and alter other to the principle of the

lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazleton. 2 80 P. M. (Accommodation) for Doylestown. At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. 4.15 P. M. (Mail) for Doylestown.

SHORTEST ROUTE TO THE SEA SHORE, THROUGH IN 134 HOURS. FIVE TRAINS DAILY TO ATLANTIC CITY. On and after SATURDAY, July 2, 1570, trains will leave VINE STREET FERRY as follows:-5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6:20 P. M. (Accommodation) for Lansdale.

8.00 and 11.30 P. M. (Accommodation) for Fort Washington. Washington. The Flith and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

Mail. 435 P. M. Freight (with passenger car). 4150 A. M. Express (through in 1% hours). 7'24 A. M. Atlantic Accommodation. 6'06 A. M. An extra Express Train (through in 1% hours) will TRAINS ARRIVE IN PHILADELPHIA FROM Hethlehem at 8 55, and 10 35 A. M.; 2 15, 5 06, and

26 P. M. Doylestown at 8 25 A M., 440 and 705 P. M.

Langdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and 9.46 P. M.

Abington at 2:35, 4:55, and 6 45 P. M.

ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Loylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M.

and 7:00 P. M. Loylestown for Philadelphia at 6.30 A. M.

Bethlehem for Philadelphia at 400 P. M. Fort Washington for Philadelphia at 930 A. M. and 8.10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. only as baggage, and the Company will not be re-sponsible for an amount exceeding one hundred dollars, unless a special contract is made for the

TIME TABLE. On and after MONDAY, June 6, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3½, 3½, 4, 4½, 505, 5½, 6, 6½, 7, 8, 9, 1005, 11, 12 F. M.

12 F. M. Leave Germantown 6, 6 55, 7 %, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 F. M. The 8 20 down train, and 3% and 5% up trains, will not stop on the Germantown Branch.

ON SUNDAYS Leave Philadelphia at 9% A. M., 2, 4.05, 7, and

Leave Germantown at 81/4 A. M., 1, 3, 6, and 91/4

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 8%, 55, 7, 9, and 11 P. M. Leave Chossut Hill 7-10, 8, 9:40, and 11:40 A. M.,

1'40, 3'40, 5'40, 5'40, 8'40, and 10'40 P. M. ON SUNDAYS, Leave Fhiladelphia at 9'4 A. M., 2 and 7 P. M. Leave Obesnut Hill at 7 50 A. M., 12'40, 5'40, and

9-25 P. M. Passengers taking the 6:55, 9 A. M., and 614 P. M. trains from Germantown will make close connections with the trains for New York at Intersection

Station. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 4, 5%, 6%, 876, 10, and 11% P. M. Leave Nerristown 5%, 626, 7, 7%, 850, and 11 A.

M., 1%, 3, 4%, 6%, 8, and 9% P. M. UN SUNDAYS.

Leave Philadelphia 5 P. M. Leave Philadelphia 5 P. M. The 75% A. M. train from Norristown will not step at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane. Wirsitoming, Manayunk, Green Tree. and Conshohocken. Passengers taking the 7, 0.05 A. M. and 61% P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. The 9_{26} A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from Ger-mantown to Ninth and Green streets. 5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9:25 A. M. and 4:25 P. M., on

atrival of trains from Baltimore. OXFORD at 605 A. M., 1045 A. M., and 5:30 P. M. CHADD'S FORD at 7:26 A. M., 12:00 M., 1:30 P. M.,

4 45 P. M., and 6 49 P. M. Passengers are allowed to take wearing apparel

only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD,