THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, AUGUST 12, 1870.

A "TIPPECLE" PICTURE.

Stewart's \$30,000 Affair to be Beaten by Chicago. The Art Review, just issued, contains a clever burlesque on A. T. Stewart's extensive allegorical picture, in the shape of an order from one Jubal Lee, of Chicago, which we reproduce below:-

Сиксадо, May 1, 1870.—Hon. E. B. Wash-burne, United States Minister, etc., Parris— Dear Sir .- Having learned some facts relative to the allegorical picture recently painted by a Parris artist, for Mr. Stewart, of which is said to be a great affair, and having resolved to beat Stewart, as IJ have yealded to No 1 in Chicago, in my devotion to Art as a patron of the same to the extent of my limited Means.

Mr. Washburne I want an Aligorical Pict. 42 ft. x 36 or thereabouts, leastwise larger by a clean yard ea. way than Stewarts and woh is to be tippecal of the hist, and characture of our Great Western Metropolis. You know what Chi. is and what she is bound to Be the four most City of the Globe all right you go ahead and give the Order to such Artist as you may select subject to the hints below.

I dont want Stewarts artist. I want some body who can beat him handsome Just whitewash him every time. I like Mr. Chromo very well his works are very popular in Chicago. If he is in Parris please engage him at any price under \$50,000.

My ideas as to the Pict. air these 1st To Be 42x36 feet as I have already

stip'ted. 2d To Be of good stout canvass, with good

Quality of oil, color and Varnish-he to furnish Frame 1st class Frame.

3d To Contain follow'g Objects tippecal of Chicago:

(1) One Grain Elevator, Chicago Pattern, with seven (7) vessels discharging Rejected wheat and seven (7) do Receiving No. 1 do. Tippecle of Chi. ingenuity.

(30) Thirty R. R. Trains all diverging into one deapot from all pts of Compass.

(60) Sixty Tugs towing Lumber Vessels up and Down a small River (lay it on thick for the River), and 60,000 people a waiting at the Bridges for the Tugs to pass. (Throw as much Impatience as possible into faces of people aforesaid).

These objects will occupy the four ground. Then in the back ground I want Following **Objects:**

(1) Sale of real estate, representing round lot of acre property going for \$50 an Acre; also same going next year at \$50 a foot front. (Tippecle of Rappid Rice of Chi. Property.) (1) Scene on Change representing specula-

tor with \$2:50 in his pocket, delling 100,000 wheat Buyer's Option all August (Tippecle of Boldness and Enterprise of Chi.)

(1) Divorce suit in Court tippecle of uncertainty of life Particularly married life. Also, exterior of Chicago Court House of which I send you a copy in plain Black and White.

(15) Fifteen Base Ball people evaporating amid the clouds. Nine (9) players in white hose and six (6) Backers in sack cloth. (They will do for Angells in the Clouds.) (2) Two goddesses Godess of Enterprise re-

ceiving Piece offerings from Godess of Industry. Industry surrounded by sheaves ect. tippecle of Agriculture, and Enterprise wearing helmeet of Brass, let down over the face, and leaning upon building 9 stories high with French Roof and Marble ft. tippecle of Enterprise (Make Limbs of G'desses plump and handsome.)

(3) Three Female Figures nearly newd tippecle of Past Present and future, Present about life size, with head of Past just stick-

WICKED LONG BRANCH. -From all quarters comes the same sad story about the naughtiness of Long Branch. The Springfield Republican correspondent says .- The accessibility of this place to New York accounts in a large measure for its mixed summer population. It is so easy to come here to remain for a short time and get away from the foul air of the city, that it is no wonder the place is thronged. It is my belief, after a long residence in Washington, proverbial as a den of iniquity, that Long Branch is the wicked-est place in the United States, or at any rate in New Jersey, which is perhaps more to the parpose. We hear much of it, we ladies, far more than some of us care to have poured in our cars. We hear that at the "Club House" are nightly to be found not only young men, but old ones, fathers of families, and, worse still, very young boys. We hear that sometimes young men come from the city on Saturday with plenty of money for expenses for several days, and lose every cent in one night, and are obliged to leave without paying their bills. I heard of a very sad case of the kind recently. A young man, who wanted to see what "Chamberlain's was like, you know," went there to lose but five dollars. He would despise himself, he said, if he could not trust himself to stop when that was gone. He returned with an empty pocket-book, two hours afterwards, and a face like ashes, mortified and distressed beyond measure, as he was obliged to ask the

favor of the proprietors of the hotel to allow him to return to his home and send the amount owing for board in a few days. There is a fast school here for girls as well.

I never fully understood the girl of the period until I saw her in full vigor here. She votes certain men and certain things "slow," and herself "knows lots;" if ma keeps her at school another year, she will know so much no one will be able to stay in the house with her. "She knows more now," she says, "than ma does," and it seems likely, for "ma" is an "innocent-faced, though very washedout looking woman," who evidently has been pretty, but never "gay," and who doubtless married very young and has allowed her big daughters to spring up, while she looked on in patient wonder. The young girls are wholly given up to flirting. Even dress becomes a minor matter; indeed, they (I mean those of the class specially alluded to now) are rather careless than otherwise. Their sashes hang in a roll at the back and their skirts are sadly twisted about, but they are very particular about their hats. These they must have in endless variety and stick them on one side of their heads, giving a saucy look to their pretty faces, which would be charming were it not so bold. They mean no harm, but they are utterly reckless of public opinion, and defiant of censure, so long as they have plenty of fun. They have it here ; for almost any man will do to assist them in their flirtations, and, as it is about the only amusement offered them, they enjoy it to the utmost.

-The continued hot weather has been the means of causing many serious differences between young married people in Jersey City, and Judge Martindale has been kept quite busy in binding newly-made husbands to keep the peace with their wives, or, in other words, to keep from beating them with sticks.

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:-WESTWARD. MAIL TRAIN leaves Philadelphia 10:20 P. M. ""Williamsport - 8:00 A. M. arrives at Erie - 7:40 P. M. ERIE EXPRESS leaves Philadelphia 10:50 A. M. "Williamsport - 8:15 P. M. "Arrives at Erie - 7:26 A. M. ELMIRA MAIL leaves Philadelphia - 7:50 A. M. ""Williamsport 6:00 P. M. "arrives at Lock Haven 7:20 P. M. PAID FACILE MALL leaves Williams. Philadelphia:-

RAILROAD LINES. *

READING RAILROAD-GREAT TRUNK LINE R from Philadelphia to the interior of Fenn-sylvania, the Schuyikill, Susquehanna, Oumber-land, and Wyoming Valleys, the North, North-west, and the Canadas. SPRING ARRANGEMENT Of Passenger Trains, May 16, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:-

MORNING ACOOMMODATION. At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:35 P. M.: arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS. At 8:16 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Wi Hamsport, Elimira, Rochester, Niagara Falls, Buf falo, Wilkesbarre, Pittston, York, Carlisle, Cham-cersburg, 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 Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williameport, Lock Haven, Elmira; etc.; at for Williamcoort, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Osttral, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham bersburg, Pinegrove, etc. AFTERNOON EXPRESS.

AFTERNOON EXPRESS. Leaves Philadelphia at 8:30 P. M. for Reading Potsville, Harrisburg, etc.; connecting with Read ing and Columbia Railroad trains for Columbia, etc POTTSTOWN AUCOMMODATION. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6:25 A. M., stopping at in-termediate stations; arrives in Philadelphis at 8:40 A. M. Returning, leaves Philadelphis at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. REABING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:29 A. M. and 9:25 P. M. Returning. leaves Philadelphia at 5:15 P. M.; ar-

Returning, leaves Philadelphia at 5 15 P. M.; ar-rives in Reading at 7 55 P. M., and at Pottsville at 0 40 P.

Morning Express trains for Philadelphia leave Morning Express trains for Prinadepute at 9 A. M., Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 250 P. M., and Pottsville at 250 P. M., arriving at Pailadelphia at

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 4'10 P. M. Connect-ing at Reading with Afternoon Accommodation south at 6'35 P. M., arriving in Philadelphia at 9'25 P. M.

9.26 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12:50 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphis and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:16 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale

Railroads. 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.

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 5:45 and 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD. Passengers for Mount Plassent and inter-

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:50 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 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 Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5'36 A. M. and 8'50 A. M., passing Reading at 7'23 A. M. and 10'40 A. M., arriving at New York 12'05 noon and 3'59 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
 A Mail train for New York leaves Harrisburg at 8'10 A. M. and 2'50 P. M. Mail train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 6'30 and 11'30 A. M., and e'50 P. M., returning from Tamaqua at 8'35 A.

RAILROAD LINES,

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places. to New York and Way Places. PROM WALNUT STREAT WHARF, At 6:30 A. M., Accommodation, and 2 P. M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press Mall, and 3:30 P. M., Accommodation, via Camden and Jersey City. VIA NEW JERSEY SOUTHERN RAILROAD, At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places. At 6 P. M., for Ambey and intermediate stations. At 5:30 A. M., 2 and 3:30 P. M. for Freehold. At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

At 6 30, 6, and 10 A. M., 12 M., 2, 3'30, and 6 F. M. 10 Trenton. At 6'30, 6, and 10 A. M., 12 M., 2, 8'30, 5, 6, 8, and 11'30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco, and Riverton. At 6'30 and 19 A. M., 12 M., 3'30, 6, 6, 8, and 11'30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:39 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street

Ferry (upper side). Ferry (upper side). IROM KENSINGTON DEPOT. At 7:30 A. M., 2:36, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol.

Bristol. At 7:30 A. M., 2:30, and 5 F. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Oornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford.

Frankford. FROM WEST PHILADELPHIA DEFOT, Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigran Line, via Jersey City. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:50 A. M., 6:46 and 12 P. M. Lines will run

The 9:50 A. M., 645 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 9:50 A. M., 646 P. M., and

12 night. BELVIDERE DELAWARE RAILROAD LINES. FROM ERNSINGTON DEPOT. At 7:80 A. M. for Niagara Falls, Buffalo, Bun-

At 730 A. M. for Niagara Falls, Buffalo, Dun-kirk, Emira, Ithaca, Owego, Rochester, Bingham-top, Oswego, Syracuse, Great Bend, Moutrose, Wikesbarre, Schooley's Mountain, etc. At 730 A. M. and 330 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 6 P. M. for Lambertville and intermediate stations.

stations

AMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL-ROADS

ROADS. FROM MARKET STREET FERRY (UPPER SIDE), The 7 A. M. and 3:30.P. M. Lines leave from Wal-nut street wharf. At 7 and 9 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 Medford.

Medford. At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemberton. At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Oookstown, New Egypt, and Hor-

At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown. August 1, 1870. WM. H. GATZMER, Agent.

PHILAPELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Way Mail Train at 8:30 A. M. (Sundays excepted),

WAY for Bullaio, Niagara Falls, Kochester, Cleve-land. Chicago, San Francisco, and all points in the Great West. 8:25 A. M. (Accommodation) for Doylestown. 9:45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountais, and N. J. Central and Morris and Essex Redireads Way Mail Train at 5:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junctien and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Selfebury with Wilcomice and Beamples Dat at Salisbury with Wicomico and Pocomoke Rail-

ss Train at 11:45 A. M. (Sundays ev

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

AUD FION BALES,

M. S. FOURTH STREET. NOS. 139 AND 14

STOCKS, LOANS, ETC., On Tuesday, August 16, at 12 o'clock, noon, at the Philadelphia Exchange, will include:-

Trustees' Sale. 149 shares Cleveland and Mahoning Railroad Co.

1 shares Central Transportation Co. 1 share Point Breeze Park. \$550 New Creek Co. mortgage loan. 3 shares Kensington National Bank. \$2000 bonds 7 per cent. Fairmount Park and Dein-

ware River Railway Co. Also, REAL ESTATE. IARGE AND VALUABLE BREWERY BUILD-ING, LAGER BEER VAULTS, N. W. corner Thirty-first and Master streets. Lot 100 by 200 feet. DWELLING AND STABLE, N. E. corner of Thirty-first and Master streets. DESIRABLE LOT, NINTH ST., between Tioga and Venange: 06 feet front.

THREE STORY BRICK DWELLINGS, No. 1011 8 19 3t

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

BY BARRITT & CO., AUCTIONEERS, CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra

FIRST FALL TRADE SALE. * 1000 CASES BOOTS, SHOES, BROGANS, ETC., of Eastern and City manufacture, by catalogue, on two months' credit.

On Thursday Morning,

Aug. 18, commencing at 10 o'clock, comprising every variety of ladies', misses', children's, men's, boys', and youths' wear, suitable for first-class city and country trade. 4 5 11 6t

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

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SALE OF 2000 CASES BOOTS, SHOES, BROGANS, TRAVELLING BAGS, LACETS, ETC., On Tuesday Morning, Aug. 16, at 10 o'clock, on four months' credit. S 16 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, August 18, at 10 o'clock, on 4 months' credit, \$ 125t

TIONEERS .-

General Agent.

[6 28 tf

M O

MARTIN BROTHERS, A CTIONEERS (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear cutrance from Minor.

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niture at dwellings. Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

8 shares Northern Bank of Kentucky. 25 shares Wisconisco Canal Co. Executors' Sale.

For other accounts. 100 shares Central Transportation Co. 1 share Point

Executors' Sale. 806 shares Daizell Oil Co. 72 shares Maple Shade Oil Co. 800 shares McClintockville Oil Co. 100 shares Union Canal Co.

ware River Railway Co.

Wistar street.

charge.

day.

N

market in the West.

8 12fmw2m

Al-

Cash advanced on Consignments.

Our Commissions from six to ten per cent.

AFTER 8 P. M., SUNDAY, JULY 16, 1870. The trains of the Pennsylvania Central Rallroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Mar-ket 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.

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 spreets, 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.

TRAINS LEAVE DEPOT. Mail Train Paoll Accommodation, 10 A. M. & 12:50 and 7:10

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

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

Market street. Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; ar-rives at Paoli at 7:40 P. M. Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M. TRAINS ARRIVE AT DEPOT.

THALPS A	16 16 1	V H	A.K.	11121	01				
Cincinnati Express	6111	27				1	8.10	Δ.	M
Philadelphia Express	6 .	8.1					6.30	A.	M
Erie Mail			1.0				6.30	Α.	M
Paoli Accommodat'n,	875	A G	. M.	\$ 3	.30	82	6.40	P.	M
Parkesburg Train					1000		9.00		
Fast Line and Buffalo	E	pre	88	• [~]	2	1.3	9.35	Δ.	M
Lancaster Train		0		÷	63	. 1	1.55	A.	M
Erie Express		01. s					5:40	r'.	M
Lock Haven and Elm	ira	Ex	pres	8	2		9.40	P.	M
Pacific Express .		5.0	100	2 a -	2.	. 1	12-20	Ρ.	M
Harrisburg Accommo	odat	tion	1.				9.40	P.	M

For jurther 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 Denot

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 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, 4 29 General SuperIntendent, Altoona, Pa.

NORTH PENNSYLVANIA BAILROAD N ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN FENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. TAKES SUMMER ARRANGEMENT.

excepted), as follows:-

Railroads.

Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot.

'vo A. m. (Accommodation) for Fort Washing-

ton. At 7:35 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-

Berks and American streets (Sundays

ing out of pocket. Past very small and Magger. Future so Large as to be crowded off the Canvass all except foot, leg, and hand, just ready to Gobble up Present Tippecle of Progress.

The position of these objects to be somewhat according to the diaphram given below: the state of These I

Estate. 2d do.	Base Ball Club.	Past, Pres, Fut.	
Seen on Change 100,000, B O Aug		Court House, Divorce,	
(vessels) Grain Elevator (vessels)	30 R. R. Trains Diverging.	People (impat.) 30,000 60 Tugs. People (impat.) 30,000.	

You know, Mr. Washburne, that as everything in a Pict. depends on what we call At-mosphere of the Piece I for'd to you per ocean exp. a bottle of Chic. river Water, wh. you can present the artist with my compliments. He can judge by taking a few whiffs that the Atmosphere will be about Here. *Please attend to this and send Bill for yr.

Services. Your obdt. servt., JUBAL LEE. P. S.—Beat Stewart's Pict. if its in the cards to do it and draw as required.

ENGLISH UNDERTAKERS.

How Mr. Dickens Began a Reform. The Pall Mall Gazette has the following:-The undertakers have seldom received such a severe blow as that dealt to them by Mr. Dickens' will. "I emphatically direct that I be buried in an inexpensive, unostentations, and strictly private manner; that no public announcement be made of the time or place of my burial; that at the utmost not more than three plain mourning coaches be em-ployed, and that those who attend my funeral wear no scarf, cloak, black bow, long bow, or other such revolting absurdity." This is plain speaking, and the grim ravens who hover round the house of mourning with the view of turning tears into cash will be all in a flutter when they read this expression of opinion with regard to their trade, uttered by one whose voice has none the less influence because it proceeds from the grave. Lord Derby, Lord Clarendon, and Mr. Dickens have all set an example which the vulgar and ignorant will do well to follow, of simplicity in their funerals. The day will come when we, or rather our descendants, will wonder that undertakers were ever permitted to trade upon our sorrows in the present disgraceful fashion. In nine cases out of ten, when the head of a family dies, every sixpence is of value, and nothing more lamentable can be conceived than that the hard-earned savings intended to provide for the necessities of wife and children should be squandered on black kid gloves and silk hatbands for second cousins, doctors, servants, and others who are mere puppets in the hands of the undertaker to help him to plunder the family of the deceased. If one or two dukes and duchesses would have the kindness to direct that their remains were to be deposited in the ground without having a brick vault specially made to receive them, the middle class would at once consent to be buried in a similar manner; and this would cut off the bricklayer, who, with the haberdasher, joins the undertaker in the work of extortion. Brick vaults are but attempts to fight with nature, who, in the long run, will be victorious. We have much to learn and much to unlearn on this subject; but the day will come when we shall conquer our prejudices, and not be afraid to say to the portly under-taker, as he solemnly stalks through the streets at the head of a funeral procession: --"My dear sir, instead of being as you imagine an imposing object, you are, in the words of Mr. Dickens, simply a 'revolting pourdity.

BALD EAGLE MAIL leaves Williams-" arrives at Lock 45 45 Haven - . 2:45 P. M. BASTWARD.

8.50 A. M. 9.25 P. M. 6.20 A. M.

MAIL TRAIN leaves Brie 500 A. M. " Williamsport 926 P. M. " arrives at Philadelphia 620 A. M. ERIE EXPRESS leaves Erie 900 P. M. " Williamsport 816 A. M. " arrives at Philadelphia 530 P. M. ELMIRA MAIL leaves Williamsport 946 A. M. " arrives at Philadelphia 950 P. M. BUFFALO EXP. leaves Williamsport 1225 A. M. " arrives at Philadelphia 925 A. M. " arrives at Philadelphia 925 A. M. BALD EAGLE MAIL leaves L. Havea 1135 A. M. " arr. Williamsport 1225 P. M. BALD EAGLE EX. leaves Lock Haven 935 P. M. " arr. Williamsport 1020 P. M. BALD EAGLE EX. leaves Lock Haven 935 P. M. " arr. Williamsport 1050 P. M. Express Mail and Accommodation east at Irvineton with Oil Creek and Allegheng River Railroad. WML A. BALDWIN, General Superintendent.

General Superintendent.

CAMDEN AND ATLANTIC RAILROAD.

U ·	
SHORTEST ROUTE TO THE SEA SHORE.	
THROUGH IN 1% HOURS.	
FIVE TRAINS DAILY TO ATLANTIC CITY.	
On and after SATURDAY, July 2, 1870, trains will	
On and after SATURDAL, July 2, 1840, trains will	
leave VINE STREET FERRY as follows :-	
Special Excursion (when engaged)	
Mail	
Freight (with passenger car)	
Express (through in 1% hours)	
Atlantic Accommodation	
Aunduc Accountionanolanolanolanolanolanolanolanolanolan	
Returning leave Atlantic-	
Special Excursion	
Mail	
Freight (with passenger car)11.50 A. M.	
Express (through in 1% hours)	
Atlantic Accommodation	
An extra Express Train (through in 1% hours) will	
leave 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.	
and 6 P. M.	
SALES OF A S ATAS	

Returning, leave-Haddonfield at 7:15 A. M., 1 P. M., and 3 P. M Atco, at 6 22 A. M. and 12 15, noon.

ON SUNDAYS.	
Leave Vine Street Ferry at	 . M.
" Atlantic City at	 M
The Union Transfer Company,	

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 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 D. H. MUNDY, Agent.

same. 6 28 Agent.

WEST JERSEY RAILBOADS.

SUMMER ARRANGEMENTS. COMMENCING THURSDAY, JUNE 30, 1870. Leave Philadelphia, foot of Market street (upper

Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Mall for Bridgeton, Salem, Vineland, Milivilie, Swedesboro, and intermediate stations. 9:00 A. M. Mall and Express for Cape May. 11:46 A. M., Woodbury Accommodation. 8:15 P. M., Accommodation for Cape May, Mill-ville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 4:00 P. M., Fast Express, for Cape May only. 6:45 P. M., Passenger for Swedesbero and Clay-ton, stopping at all stations on signal. Sunday Mail Train leaves Philadelphis at 7:18 A. M.; returning, leaves Cape May at 5:10 P. M. Commutation tickets at reduced rates between Philadelphia and all stations.

Commutation lickets at reduced rates between Philadelphis and all stations. Cape May Season Tickets, good for four months from date of purchase, soo. Annual Tickets, \$100. Freight Train leaves Oamden daily at 920 A. M., stopping at all stations between Glassboro and Uspe May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton. Freight received in Philadelphis at second covered wharf below Walnut street. Freight delivery at No. 228 S. Delaware avenue. \$15 WM. J. SEWLER, Superintenden.

and e-50 P. M., returning from Tamaqua at 8.35 A. M., and 1.40 and 4.60 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 8.55 A. M. for Pinegrove

and Harrisburg, and at 12°66 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3°40 P. M., from Brookside at 3°45 P. M., and from Tremont at 6°25 A. M. and 5°05 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Yanadas.

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

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, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 26 per cent. discount, between any points desired, for families and firms.

and firms.

MILEAGE TICKETS.-Good for 2000 miles, be-tween all points, at \$47.00 each, for families and

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates. OLERGYMEN residing on the line of the road

will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill

streets. FREIGHT.-Goods of all descriptions forwarded

FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond. BAGGAGE .- Dungan's Express will collect

baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and OALLOW-HILL Streets.

Yib 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. 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 west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

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Port Deposit, and all stations on the P. & B. C. R. R.
8'15 A. M. from B. C. Junction stops at all stations.
1'05 P. M. from West Chester stops at all stations.
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1'05 P. M. from B. C. Junction with P. & B. C. R. R.
1'00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
1'00 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
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for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Ohester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. 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-man's, 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 11:90 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.

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 ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6.45 A. M. and 4.00

P. M. will connect at Lamokin Junction with the 7 00 A. M. and 4 80 P. M. trains for Baltimore Cen-

P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Cen-ral Railroad. From Baltimore to Philadelphia.—Leave Balti-more 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Oharlestown, 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, left West Grove at 3:55 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 528 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 Unien Transfer Company. H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.

CHESNOT HILL RAILROAD, Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8%, 5%, 7, 9, and 11 F. M. Leave Chesnut Hill 7.10, 8, 940, and 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% A. M., 2 and P. M. Leave Chesnut Hill at 7.50 A. M., 12.40, 5.40, and 0.25 P. M. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning and

AN EXPRESS TRAIN in the Afternooon from each end of the route, THE EXPRESS TRAIN

will be furnished with SPLENDID PALACE CARS.

NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HOOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870,

press. LEAVE PHILADELPHIA

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 26 A. M., 1%, 8, 4%, 6, 5%, 6%, 8°06, 10, and 11% P. M. Leave Nerristown 5%, 6°25, 7, 7%, 8°50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. Leave Nerristown 5%, 6°25, 7, 7%, 8°50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. Leave Nerristown 7 A. M., 1, 5%, and 9% P. M. Leave Norristown 7 A. M., 1, 5%, and 9% P. M. Leave Norristown 7 A. M., 1, 5%, and 9% P. M. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk 7, A. M., 1, 5%, and 11% A. M., 2, 3%, 6, 6%, 8%, and 10 P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. Leave Philadelphia 5 P. M. M. The 7% A. M. train from Norristown will not stop at Mogee'z, Potts Landing, Domino, or Schur's Labe. The 5 P. M. train from Norristown will not stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken. Passengers taking the 7, 9°6 A. M. and 6% P. M. trains from Ninth and Green streets will make close connections with the trains for New York at In-tersection Station. The 9% A. M. and 5 P. M. trains from New York from foot of WALNUT Street, at 7:00 A. M. Accom-monation and 3:30 P. M. Express. The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

Hook.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will

run as follows:-run as follows:-LEAVE PHILADELPHIA, from depotof P., W. & B. R. R. Company, corner Broad street and Wash-ington avenue-For PORT DEPOSIT at 7 A. M. and 4'30 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.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 425 P. M., on artival of trains from Baltimore. OXFORD at 605 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1900 M., 130 P. M. CHADD'S FORD at 726 A. M., 1900 M., 130 P. M. Trassengers 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 game. HENRY WOOD, R. R. at A. M. Philadelphia at 7 A. M. connects at Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 420 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 945 A. M., connect at Chadd's Ford June-tion with WILMINGTON & READING R. R. AS

1 16, 530, and 5 20 P. M., for Abington. 1 45 P. M. (Express) for Bethlehem, Easton, entown, Mauch Ohunk, Mahanoy City, 74 barre, Pittston, and Hazleton. 2:30 P. M. (Accommodation) for Doylestown. At 3:20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and

LA. M. (Accommodation) for Fort Washington

Mauch Chunk. Mauch Chunk. 4'16 P. M. (Mail) for Doylestown. 5'00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8'00 and 11'80 P. M. (Accommodation) for Fort

Washington. The Fifth and Sixth streets, Second and Third streets, and Union Lines Ulty Cars run to the

Depot. TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10'35 A. M.; 2'15, 5'05, and 8-25 P. M.

20 P. M. Doylestown at 8:25 A. M., 4:40 and 7:05 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and 46 P. M.

¹⁴⁵ 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 Fort Washington at 8'30 A. M.

nd 7.00 P. M.

nd 7-00 P. M. Doylestown for Philadelphia at 6-30 A. M. Bethlehem for Philadelphia at 4-00 P. M. Fort Washington for Philadelphia at 9-30 A. M.

Fort washington in the sub-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. On and after MONDAY, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9°05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 4%, 4%, 5°05, 5%, 6, 6%, 7, 8, 9, 10°06, 11, 12 P. M.

Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 P. M.

CHESNUT HILL RAILROAD.

Passengers taking the 6.55, 9 A. M., and 614 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

The 9% A. M. and 5 P. M. trains from New York econnect with the 1 and 5 P. M. trains from Ger-mantown to Ninth and Green streets. 5 20 W. S. WILSON, General Sup't.

HENRY WOOD,

General Superintendent

12 P. M. Leave Germantown 6, 6:55, 7%, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 3%, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 8:20 down trains, and 2%, 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