# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, AUGUST 19, 1870.

### DICKENS AND THE NEWSPAPERS. From the London Saturday Review.

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That Mr. Dickens should be estimated by the newspapers quite as much as he deserves is not surprising. He is the representative of the ordinary newspaper excellences and newspaper literature; a very favorable specimen, but one more especially identified with the body of writers who salute themselves as the Fourth Estate, with an occasional ignorance of what the Three Estates are. have been among the first to admit Mr. Dickens' very remarkable powers. The man who has contributed so much to the cheerfulness of so many homes is in his way a benefactor to the human race. His death, like that of any other popular man, creates a blank; but we should hardly say that the "melancholy tidings darkened a hundred millions of homes with the sense of a personal loss." But the merits of such a writer-undoubted and great merits-run a chance of being seriously disparaged with thinking men when more value is given to his influence than it deserves. To speak of him, as he is spoken of, as "the literary emperor who has just fallen amidst the universal trophies of his genius," is rather highfalutin', which it may well be, seeing that it comes from New York. We have the highest relish for Sairey Gamp and Sam Weller, but it is quite another thing to be summoned to bow down before "the Christ-like spirit of tenderness and charity which pervades all his compositions." To speak of his Christmas Carols and sentimental works of that kind, poor in themselves. and produced like other articles of the seathe Illustrated News of the Christmas son, week, for example, ordinary matters of merchandise, as the results of "a pen dipped in tears and his own heart's blood," is not so much grotesque gabble as revolting and offensive. For the life of us we cannot believe that, even when Mr. Dickens was writing his "tales with a purpose," and was inveighing against the evils of Yorkshire schools, the Court of Chancery, public offices, and imprisonment for debt, he was "doing the work of a surpliced priest." It is of course mere blasphemous raving to speak of Little Nell, and the death of Paul Dombey-and Mr. Dickens' pathos was always very pumpedup and melodramatic-as "bearing on his sympathetic mind, in distant resemblance to Christ, the awful load of the sorrow and mystery of humanity." We are not charging all the sermon-writers or newspaper panegyrists of Mr. Dickens with this amount of profane folly; but we ask with amazement what there is in Mr. Dickens' life to elevate him into the character of a saint or hero, what there is in his writings to put them on the range of the four Gospels? A very great humorist be was, but that he is "one of the greatest and most persuasive of preachers" we may be permitted to doubt, unless we admit the gospel of jollity to be a divine revelation. Mr. Dickens, and it is no disparagement of him to say so, understood the world; he presented himself to men as men were willing to take him. It became the fashion at Newspaper Fund dinners and Guilds of Art to consider, or to affect to consider, him the representative of English literature. The world to whom Grotes and Hallams and Thirlwalls and Darwins and Newmans are dull professional writers, saluted the author of the Chimes as a benefactor of the human race. It rather stirs the temper-and unless it is moderated, it may stir the gall-all this idolatry of a life which, after all, is only that of a successful litterateur by no means blind to his own interests. Mr. Dickens realized a large fortune by his works, and by a semidramatic exhibition of them and himself in performances on a stage or platform, which he called Readings. This is by no means discreditable; but we fail to see anything very "brave" or "earnest" or "heroic" about it. Mr. Dickens wrote stories, and in the most money-getting form, in a decreasing ratio of interest and power, till he wrote himself out. He then adopted another mode of airing his popularity, and read and recited till his health broke down; and then he took to stories again, but with what success those, if any such there be, who have read through what he left of Edwin Drood can tell us: and then he died and left a will behind him; and we are invited to fall into ecstacies at the beauties and divine character of his will. And here we must remark that to say much on this subject is distasteful, and, unless we were challenged to the issue, would be somewhat indecorous and improper. We are little in-cilned to consider Mr. Dickens an apostle; but words would fail us to express the indignation we feel, if it is true, as we are told, that some obscure preacher, not an Englishman, has been base enough to describe his death, a death lamented by us all, as a Divine judgment for his irreligion. In a certain sense we think Mr. Dickens was religious; he certainly reverenced the Saviour, and he tells ns that he "rewrote the Gospels for his children long before they could read, and almost as soon as they could speak." It may be no great loss to the world that this fifth Gospel has not been preserved, but we have not a word to say about Mr. Dickens' personal faith or professions. We have nothing whatever to do with subjects on which he has been silent.

help noticing one of the unfragile fair who had a passion for dancing with small men. The way she drew crimson in the face, pal pitated like a blacksmith's bellows, and whirled her diminutive partners about the room, as if she were trying to brush the flies from the ceiling with their legs, was a curious and ridiculous spectacle. When she finally let them go, with a generally disheveled and dejected air, indicating that they had mentally made their wills and given themselves up for lost, they made a precipitate retreat with a bewildered look of gratitude and salvation in their perspiring faces. The small man who dances with a very stout woman is either a simpleton or a hero, for he exposes himself to satirical shafts that will pierce

through suits of Milan steel. The fat woman in the water is funnier than she is on land. She is like the hippopotamus, without its capacity to swim, and furnishes innumerable subjects for a comic artist, if he should ever have wit enough to sketch from nature. It is rare sport to watch the corpulent bathers on the beach. They go into the sea as an elephant would undertake the cachuca, and flounder about in the sea, gasping, pufling, and snorting in the drollest manner. I have seen them venture out under masculine convoy to a point where they had to be supported, and the style in which their heads went down and their feet up, and their ample proportions rolled over and under in the surf, revealing a dripping red face one moment, and much and varied color in globular form in another, is not to be depicted in plain prose. Porpoises struggling to accomplish a minuet are not a circumstance to them. Old ocean himself seems to laugh at them sometimes, for they are absurd in the sea and ridiculous on shore. But they are to be pitied, these mountains of materialism. If they could help their fleshiness I presume they would. Fortunately, however, they are not sensitive, for flesh does not go with sensibility.

HINDOOS NOT GENTLEMEN.-A Temple story, says the London Orchestra, has been in circulation during the past few days, which is too good to be lost. Our readers may know that a number of young Indian gentlemen are pursuing the study of the law within that venerable inclosure. Dr. Vaughan invited them to spend an evening at his house, and provided such delicacies as he deemed likely to be most enjoyed by them. The time fixed for the interesting party arrived, but nobody came. When half an hour had been thus spent in fruitless waiting, the doctor's lady rang for the maid (a fresh one, not yet quite accustomed to all the ways of the house) whose duty it was to open the hall door. She entered with an air and aspect which gave token that more than the heat of the weather had been exciting her. "Have none of the gentlemen arrived ?" "No, please, mum, no gentlemen has come: but a lot of impudent Christry Minstrels has been a ringing at the bell, and I have been driving 'em away, mum.

#### PROPOSALS.

CHIEF MEDICAL PURVEYOR'S OFFICE, No. 125 WOOSTER Street, New York. AUGUST 15, 1870.

PROPOSALS will be received at this office until 10 o'clock on THURSDAY, the 15th day of September, 1870, for the sale, on the part of the United States to the highest bidder, of the following articles of hospital bedding and clothing, viz. :--

Bedsacks, 15,000; Blankets, 10,000; Counterpanes, 15,000; Gutta Percha Bed-covers, 1000; Mattresses, hair, 300: Musquito Bars, 20,000; Hair Pillows, 6000 Pillow-cases, white, 20,000; Pillow-ticks, 20,000; Sheets, 30,000; Drawers, 20,000; Dressing-gowns, 15,000; Cotton Shirts, 20,000; Slippers, 10,000; Woollen Socks, 50,000 ; Towels, hand, 7000 dozen ; Rollers, 200 dozen. The above-mentioned goods are new, have never been used, and are believed to be in good condition, and will be sold as they now stand. The Government will reserve the right to reject bids deemed either unreasonable, or from irresponsible parties. No bid will be considered for less of any one article than the amount advertised. Samples will be shown and any information given at the office, No. 126 WOOSTER Street, near Prince, Terms cash. A fair length of time will be allowed to purchasers to remove their goods. Proposals to be indorsed "For the Purchase of Hospital Bedding and Clothing." CHARLES SUTHERLAND, Lieutenant-Colonel and Acting Chief Medical Purveyor, United States Army. 8 18 6t

### RAILROAD LINES.

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

bours:-

hours:--MORNING ACCOMMODATION. At. 7.30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6.35 P. M. arrives in Philadelphiaat 9.25 P. M. MORNING EXPRESS. At 8.15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Wi liamsport, Elmira, Rochester, Niagara Falis, Buf falo, Wilkesbarre, Pittston, York, Carilsle, Cham-persburg, Hagerstown, etc.

falo, Wilksebarre, Pittston, York, Carlisle, Cham-bersburg, 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 Lebenen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williameport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuylkill and Susquehans trains for Northumberland, Williamsport, York, Cham bersburg, Pinegrove, etc.

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 Pottstown at 6.25 A. M., stopping at in-termediate stations; arrives in rhiladelphia at 8.40 M. Returning, leaves Philadelphia at 400 P. ; arrives in Pottstown at 615 P. M.

READING 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 10'20 A. M. and 9 26 P. M Returning, leaves Philadelphia at 5.15 P. M.; ar-

rives in Reading at 7:65 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 Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 7.00 P. M.

7'00 P. M. Harrisburg Accommodation leaves Reading at 7'16 A. M. and Harrisburg at 4'10 P. M. Connect-ing at Reading with Afternoon Accommodation south at 6'86 P. M., arriving in Philadelphia at 9.25 P. M.

Market train, with a passeeger car attached, leaves Philadelphia at 12:30 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-

cepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebr

Railreads. 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.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

7:00 and 11:00 Å. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9:00 Å. 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. nore, etc. Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 5°36 A. M. and 5°50 A. M., passing Reading at 7°28 A. M. and 10°40 A. M., arriving at New York 12°05 noon and 3°56 P. M. Sleeping cars accompany these trains through between Jersey City and

hese trains through between Jersey Oity 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.

RAILROAD LINES.

RAILROAD LINES. 1870. -FOR NEW YORK.-THE CAMDEN ton Railroad Companies' lines from Philadelphis to New York and Way Places. PROM WALNUT STREET WHARF. At 0:30 A. M., Accommodation, and 3 P. M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press, Via Camden and Amboy, and at 8 A. M., Ex-press, Via Camden and Amboy, and at 8 A. M., Ex-press, Via Camden and Amboy, and at 8 A. M., Ex-press, Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City. YIA HEW JERSEY SOUTHERN BAILBOAD. At 7 A. M. and 8:30 P. M. for New York, Long Branch, and intermediate places. At 6 P. M., for Amboy and Intermediate stations. At 6:30 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.

Trenton.

Trenton. At 650. 8, and 10 A. M., 12 M., 2, 3'30, 5, 6, 8, and 11'80 P. M. for Bordentown, Florence, Bur-lington, Beveriy, Delanco. and Riverton. At 6'30 and 10 A. M., 12 M., 3'30, 5, 6, 8, and 11'30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6'30 and 10 A. M., 12 M., 5, 6, 8, and 11'30 P. M.

for Fish House. The 11'50 P. M. line leaves from Market Street

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

At 7.30 A. M., 2.30, and 5 F. M. for Morrisville

At 7 30 and 10.45 A. M., 2.30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12.30, 5.15, and 7.30 P. M. for Bustle-

on, Holmesburg, and Holmesburg Junction. At 7 and 10 45 A. M., 12 39, 2 30, 5 15, 6, and 7 30 M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at311:30 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 Morrisettia. Tallatown

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run

daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6 46 P. M., and

BELVIDERE DELAWARE RAILROADILINES,

BELVIDERE DELAWARE RAILROAD LINES, PROM KENSINGTON DEPOT. At 7:80 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Binghain-ton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc. At 7 30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, 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 Lambertville and intermediate

At 5 P. M. for Lambertville and intermediate

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL-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, 215, 330, 5, and 630 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.

At 7 and 9 A. M., 1, 8 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemperton.

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, Imlaystown, Sharon, and Hightstown. August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, 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), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrne Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seeford with Dorchester and Delaware Railroad. at Seaford with Dorchester and Delaware Rall-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted) for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle.

RAILROAD LINES

## DENNSYLVANIA CENTRAL RAILROAD.

AFTER S P. M., SUNDAY, JULY 16, 1876. The trains of the Pennsylvania Central Railroad 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.

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 dopet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will control the street, or No. 118 Market street, will receive attention. TRAINS LEAVE DEFOT. Mail Train

 TRAINS LEAVE DEFOT.

 Mail Train
 8:00 A M.

 Paoll Accommodation,10 A. M. & 12:50 and 7:10 P. M.

 Fast Line
 .12:30 P. M.

 Erie Express
 .11:00 A. M.

 Harrisburg Accommodation
 2:30 P. M.

 Lancaster Accommodation
 .10:00 A. M.

 Parkesburg Train
 5:30 P. M.

 Cincinnati Express
 .10:30 P. M.

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

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

 Erie Mail leaves daily, except Sunday, running
 on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8

 o'clock. Pittsburg Express, leaving on Saturday
 night, runs only to Harrisburg.

 Olncinnati Express leaves daily. All other trains
 daily except Sunday.

 The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro 

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 8:49 A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 610 P. M.

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Parkesburg Train							9.00	A.	M.
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Lancaster Train		-					11.55	A.	M.
Erie Express	۰.	S. 1	÷	×.			5.40	P.	M.
Lock Haven and Elm	Ira	Ex	pret	58	-		9.40	P.	M.
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Ticket Agent at the Dep

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.

429 General Superintendent, Altoona, Ps.

N ORTH PENNSYLVANIA RAILROAD-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 effect May 16, 1870.

Takes effect May 18, 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-

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-land (Dicesco, San Francisco, and all points p land, Ohicago, San Francisco, and all points in

the Great West. 8:25 A. M. (Accommodation) for Doylestown. 9:45 A. M. (Accommodation) for Doylestown. 9:45 A. M. (Express) for Bethlehem. Easton, Al-lentown, Mauen Chunk, Williamsport, Wilkesbarre. Pittston, Scranton. Hackettstown, Schooley's Mountais, and N. J. Central and Morris and Essex Hallreads Railreads.

M. M. M. (Accommodation) for Fort Washington
1'15, 3 30, and 5'20 P. M., for Abington.
1'45 P. M. (Express) for Bethlehem, Easton, Alentown, Mauch Chunk, Mahanoy City, Wilkes-

HARVEY & TYLER, Nos. 119, 121, and 123, corner FIFTH and PINE Streets, ST. LOUIS, MISSOURI. We have a large and commodious Building erected by us expressly for the Auction and Con nission business. St. Louis is known to be the most reliable auction market in the West. Cash advanced on Consignments.

AUCTION SALES."

M. S. POURTH STREET. NOS. 139 AND 141

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

BY BARRITT & CO., AUCTIONEERS, CASH AUCTION HOUSE, No. 280 MARKET Street, corner of Bank street, Cash advanced on consignments without extra charge.

NONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER.

Personal attention given to sales of household fur-

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

ay. For particulars see "Public Ledger." N. B.—A superior class of furniture at priva'e sa'e

BUNTING, DURBOROW & CO., AU THENEERS, Nos. 282 and 284 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-

LING BAGS, ETC., On Tuesday Morning,

Aug. 25, at 10 o'clock, on four months' credit, 817 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN,

AND DOMESTIC DRY GOODS. On Thursday Morning, [8 19 5t August 25, at 10 o'clock, on four months' credit.

MARTIN BROTHERS, AUCTIONEERS,-(Lately Salesmen for M. Thom is & Sons.) No. 704 Chesnut st., rear entrance from Minor.

Sale at No. 616 Spruce street. CHOICE ANTIQUE FURNITURE. THE SELECTION OF MR. WM. KULP. On Monday Morning. Aug. 29, at 10 o'clock, by catalogue, at No. 616 Spruce street, a selection of choice Antique Furni-ture, including—Three capecially fine high cass clocks, with bronze dials, in perfect condition; cu-rious tables; chairs; bedsteads; cases of drawers; bureaus; secretaries; william Penn studio chair; looking glasses; Nankin and attique china aud glassware; curicus mantel ornaments; very fine old

glassware : curicus mantel ornaments : very fine old

and rare engravings, framed ; complete set andirons ;

O S E P H P E N N E Y, AUCTIONEER, No. 1307 CHESNUT STREET. (5 28 tf

N ST. LOUIS, MO.

AUCTION HOUSE OF

8 13 13t

shovel and tongs; bellows and foot stool to mated

fine carpets, etc.

Cour Commissions from six to ten per cent. We refer to the Bankers and Merchants of St. ouls, Mo. G. A. BNO, No. 732 CHESNUT Street, Philadelphia, 6 Microsoft Louis, Mo.

8 12fmw2m General Agent.

N LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKY. THOMAS ANDERSON & CO. (Established 1525). AUCTIONEERS AND COMMISSION MERCHANTS. Business strictly Commission. All suction sales expla-sively for cash.

ively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats evers thursday. Regular auction sales of dry goods, clothing, carbain retions, etc., every Wednesday and Thursday. [3 19 6m

#### RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphis and Erie Railroad run as follows from Pennsylvania Railroad Depot, West

" Williamsport 600 P. M. " arrives at Lock Haven 7.20 P. M.

Haven - - 2.45 P. M.

WM. A. BALDWIN, General Superintendent.

5.35 P. M. 4.35 P. M. 11.50 A. M. 7.24 A. M. 6.06 A. M.

Agent.

BALD EAGLE MAIL leaves Williams-port - - - 1'50 P. M.

CAMDEN AND ATLANTIC RAILROAD

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 leave VINE STREET FERRY as follows:-

Returning leave Atlantic-

An extra Express train (drough in 15, hours) with 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. Returning, leave—

ion. Additional ticket offices have been located at No.

S2S 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 same. D. H. MUNDY,

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.

ferry), at 800 A. M., Mail for Bridgeton, Salem, Vineland, willville, Swedenboro, and intermediate stations. 900 A. M. Mail and Express for Cape May. 1146 A. M., Woodbury Accommodation. 816 P. M., Accommodation for Cape May, Mill-ville, Vineland, and way stations below Glassboro, 820 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 400 P. M. Fast Express, for Cape May only.

4 00 P. M., Fast Express, for Cape May only. 6 45 P. M., Passenger for Swedesbero and Clay-

6 45 P. M., Passenger for Swedezbero and Olayton, stopping at all stations on signal.
 Sunday Mail Train leaves Philadelphia at 7.15
 A. M.; returning, leaves Cape May at 510 P. M. Commutation tickets at reduced rates between Philadelphia and all stations.
 Care May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100.
 Freizht Train leaves Chamden daily at 9.20 A. M., stopping at all stations between Glassboro and tape May, and 12 o'clock noen for Swedesboro, Salem, and Bridgeton.
 Freizht received in Philadelphia at second covered wharf below Walnut street.
 Freight delivery at No. 228 S. Delaware avenue.
 816 WM. J. SEW KLL, Superintendent.

CARPET AND CLOTH ROLLING AND Bhearing Machines roll the place solid, retaining width and longth. GEORGE G. HOWARD, 59 ml No. 17 South FIGHTEENTU Street.

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

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.

Express (through in 1% hours) .....

Atlantic Accommodation .....

6 28

" " " arrives at Lock

FEMALE FATNESS AT LONG BRANCH.

The slightness and delicacy of American women are proverbial; but judging from the visitors here, they have undergone a change. Are our countrywomen fleshy? Have they suddenly increased their avoirdupois? If they have not, the corpulent sisterhood have certainly descended upon the Branch, and by their liberal presence have not added to the grace or beauty of villa or hotel life. Stoutness, especially in the opposite sex, is a misfortune both artistically and socially. Who would admire the Venus de Medici, the Madonnas of Raffaelle or the Magdalens of Tiziano, if they were plethorie ?

We all know how difficult it is for us to become reconciled to Rubens' fat wives, whom he always introduces, whether Virgin or goddess or fine lady, into his compositions. And we all know how flesh repels admiration and paralyzes sympathy in the realities of life. Europeans complain that the beautiful American girl loses her beauty after marriage and maternity by reason of her thinness and angularity. If it were so, she would be better off than the dames of the Old World, who run to fatness. Hardly any French or German, Italian or Spanish, or even English woman, can escape flesh after forty. It comes upon her like an asthetic judgment of the malignant gods, and all the wooers she has jilted in her early days are deeply avenged. I don't think I've ever seen so many fleshy women at a watering-place as there are at the Branch this season. Their proportion is as five to one of the spirited, fine-limbed, clear-cut creatures whose very bodies seem informed with thought.

It is exceedingly amusing to see the over-plump women indulging in their saltatorial energies at the Continental and West End hops; and it requires no little self-discipline to prevent one from laughing at the ludicrous figure they make. Last evening I could not

PROPOSALS FOR TREES AND SHRUBS FOR NATIONAL MILITARY CEMETERIES,

QUARTERMATER-GENERAL'S OFFICE, ) WASHINGTON, D. C., 17th August, 1870. ( Proposals for supplying Trees and Shrabs for ornamental planting of the National Cemeteries are invited from nurseries and gardeners in good

The trees and shrubs should be securely packed and delivered at the railroad station most conve-nient to the garden or nursery. Bills and tills of lading, properly addressed, to be fur-

The freight will be paid by the United States, and the bills will be settled upon receipt of the trees and shrubs at the places to which they may be consigned.

The orders will be given by the officer in charge of national cemeteries in this office upon estimates or requisitions from local officers. It is suggested that the most convenient form

of proposal will be a printed catalogue, with such discount on the whole or on any classes or kinds of plants as the proprietor may be willing to

Purchases will be made wherever most advan-tageous to the United States upon the basis of the proposals thus received. There are about eighty (80) national military ceme-

eries scattered over the whole United States; and some planting will probably be needed in each of

Proposals should be sealed and addressed to the Quartermaster-General's Office, marked "Proposals for Trees and Shrubs;" and they will be opened at noon on the 19th of September, 1870. M. C. MEIGS,

Quartermaster-General, Brevet Major-General, U. S. A. S 19 6t



SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 4:50 P. M., returning from Tamaqus at 8:35 A. M., and 1:40 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3:40 P. M., from Brookside at 3:45 P. M., and from Trepont at 6:25 A. M. and 5:05 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 Canadas. Excursion Tickets from Philadelphia to Reading

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, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.-At 25 per cent.

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

tween all points, at \$47.00 each, for families and firms.

SEASON TICKETS .- For one, two, three, six, nine, or twelve months, for holders only, to all

points, at reduced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare. EXCURSION TICKETS from Philadelphia to

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

FREIGHT.-Goods of all descriptions forwarded te all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for

MAILS close at the randationia Fost Onde 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 435 A. M., 12:80 noon, 5 and 7:15 P. M., for Reading, the particular patternile post full contractions and 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. 226 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWor at the Depo HILL Streets.

WEST CHESTER AND PHILADELPHIA RAIL

W ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows: — FROM PHILADELPHIA.
6:45 A.M., for B. C. Junction, stops at all stations.
7:15 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.
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9:40 P. M. for West Chester stops at all stations.
9:40 P. M. for J. C. Junction stops at all stations.
9:40 P. M. for J. C. Junction stops at all stations.
9:40 P. M. for J. C. Junction stops at all stations.
9:40 P. M. for B. C. Junction stops at all stations.
9:40 P. M. for B. C. Junction. This train commences of Media (except Greenwood), connecting-at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
9:40 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.

6 15 P. M. for West Chester stops at all stations.

6:55 P. M. for West Chester stops at all stations.
11:50 P. M. for West Chester stops at all stations. FOR PHILADELPHIA.
5:25 A. M. from B. C. Junction stops at all stations.
6:80 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. & H. C. R. R.

Port Deposit, and all stations on the P. & B. C. R. R.
8-15 A. M. from B. C. Junction stops at all stations.
1000 A. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
106 P. M. from West Chester stops at all stations.
107 Port Deposit, and all stations on the P. & B. C. R. R.
108 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
100 P. M. from B. C. Junction. This train commences running on and after June 1st, 1970, stopping at all stations.
108 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
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Express Irain at 4 P. M. (Sundays excepted), for Batimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perrymanis, Edgewood, Magnolia, Chase's and Stemmer's Run.

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, Perpyille, Havre-de-Grace, Perry-

Morth East, reprinting, many and Norfolk will 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 Fniladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other ac-

Trains leaving Wilmington at 646 A. M. and 4.00 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; 2:85 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, Charlestown, North East, Elkton, Newark,

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 Southwest may be procured at ticket office, No. 328 Chesnut street, under Continental Hotel, where also state Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing 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. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

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

at 6.45 A. M. Accommodation and 4 30 P. M. Express. LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7.00 A. M. Accom-modation and 3.30 P. M. Express. The NARRAGANSETT 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.

connections with the first of the section Station. The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Ger-mantown to Ninth and Green streets. 5 20 W. S. WILSON, General Sup't. On and after MONDAY, April 4, 1870, trains will THE PHILADELPHIA AND BALTIMORE CEN. TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 425 P. M., on

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

For PORT DEPOSIT at 7 A. M. and 4'30 P. M. 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

PORT DEPOSIT at 9 to A. M. and T. A. M. and arrival of trains from Baltimore. OXFORD at 605 A. M., 10 55 A. M., and 5 50 P. M. CHADD'S FORD at 7 26 A. M., 19 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-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. General Superintendent R. R. at T A. M., 10 A. M., 250 P. M., 450 P. M., and TPAIN leaving Philadelphia at T A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 450 P. M., leaving Oxford at 605 A. M., and leaving Port Deposit at 925 A. M., connect at Chaild's Ford Juno-tion with WILMINGTON & READING R. R. 48

barre, Pittston, and Hazleton.

2 30 P. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentowa, Coplay, and

Bethlenem, Easton, Allentown, Copiny, and
Mauch Chunk.
5'00 P. M. for Bethlenem, 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 City 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. 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., 8:10 and

<sup>145</sup> P. M. Abington at 235, 456, and 645 P. M. ON SUNDAYS.
 Philadelphia for Betnlehem at 930 A. M. Philadelphia for Loylestown at 200 P. M. Philadelphia for Fort Washington at 830 A. M.

and 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.

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. On and after MONDAY, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 505, 5%, 6, 6%, 7, 8, 9, 1005, 11, 12 P. M.

12 P. M. Leave Germantown 6, 655, 75, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 35, 4, 42, 5, 55, 6, 65, 7, 8, 8, 10, 11 P. M. The S20 down train, and 25, 32, and 52 up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 95 A. M., 2, 405, 7, and

Leave Germantown at 814 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 8%. 5%, 7, 9, and 11 P. M. Leave Chessut Hill 7:10, 8, 9:40, and 11:40 A. M.,

Leave Chesnut Hill 1740, 5, 9 40, and 1140 A. M., 140, 340, 540, 640, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia at 9/4 A. M., 2 and P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and

9:25 P. M. Passengers taking the 6:55, 9 A. M., and 6% P. M. trains from Gernantown will make close connec-tions with the trains for New York at Intersection Station. FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOUKEN AND NORMISTOWN. Leave Philadelphia 6, 7%, 9, and 11 06 A. M., 1%, 3, 4%, 6, 51%, 6%, 6%, 10, and 11% P. M. Leave Nerristown 53%, 6%, 7, 7%, 8%0, and 11 A. M., 1%, 8, 4%, 6%, 8, and 9% P. M. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Norristown 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia 6, 7%, 9, and 1205 A. M. 116

Leave Philadeiphia 6, 734, 9, and 11:05 A. M., 134, 2, 434, 5, 634, 634, 8:06, 10, and 1134 P. M. Leave Manayunk 6, 6:56, 734, 8:10, 9:20, and 1134 A. M., 2, 334, 5, 633, 834, and 10 P. M. UN SUNDAYS.

Leave Philadelphia 9 A. M., 25, 4, and 754 P. M. Leave Manayunk 75, A. M., 15, 65, and 95 P. M. PLY MOUTH RAILROAD.

PLY MOUTH RAILROAD. Leave Philadelphia 5 P. M. Leave Plymouth 6% A. M. The 7% A. M. train from Norristown will not stop at Moree's. Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken. Passengers taking the 7, 905 A. M. and 6% P. M. trains from Nith and Green streets will make close

trains from Ninth and Green streets will make close connections with the trains for New York at In-

General Superinten