

THE JULY MAGAZINES.

"HARPER'S." Harper's Magazine for July has the following articles:—"The Vaudois," Eugene Lawrence, with eleven illustrations;—"The Ocean Steamer," Jacob Abbott, with eleven illustrations;—"Through the Wheat," Florence Percy;—"Frederick the Great—VIII, The Conquest of Silesia Achieved," with five illustrations;—"Me and My Son," Mrs. R. H. Stoddard;—"About Walking-sticks and Fans," N. S. Dodge;—"Jane Austen," with four illustrations;—"A Dream of the Fairies," S. S. Conant;—"The Old Love Again," Annie Thomas, with two illustrations;—"The Running Turf in America" (second paper), Hamilton Busbey;—"Professor Heron's Mistake," Mary N. Prescott;—"Recollections of William Makepeace Thackeray," George Hodder;—"Did She Dream It?" Justin McCarthy;—"Anteros," by the author of "Gny Livingstone," etc.;—"Firmation with the Modern Conventions," Mrs. Louise E. Furniss;—"The Happy Valley," Constance F. Woolson;—"A Flower Piece," Harriet Prescott Spofford;—"Rupert's Land and Its People," Randolph B. Marey, U. S. A.;—"James Fenimore Cooper," Thomas C. Latta;—"Editor's Easy Chair," "Editor's Literary Record," "Editor's Scientific Record," "Editor's Historical Record," "Editor's Drawer."

From the paper on "The Vaudois," by Eugene Lawrence, we take the following description of the Vaudois valleys:—

The territory of the Vaudois embraces scarcely sixteen square miles. The three valleys can never have contained a population of more than twenty thousand. In every age the manners of the people have been the same. They are tall, graceful, vigorous; a mountain race, accustomed to labor or to hunt the chamois in his native crags. The women are fair and spotless, their rude but plaintive hymns are often heard resounding from the chestnut groves; their native refinement softens the apparent harshness of their frugal lives. Over the whole population of the Vaudois valleys has ever rested the charm of a spotless purity. Their fair and tranquil countenances speak only frankness and simplicity; their lives are passed in deeds of charity, in honest labors, and in unvarying self-respect. The vices and the follies, the luxury and the crime that have swept over Europe never invaded the happy valleys, unless carried thither by the papal troops. No pride, no avarice, no heresies, no fanaticism disturbs the peaceful Vaudois; no profanity, no crime is heard of in this singular community. To wait upon the sick, to aid the stranger, are eagerly contended for as a privilege; compassion, even for their enemies, is the crowning excellence of the generous race. When their persecutor, Victor Amadeus II, was driven from Turin by the French, he took refuge in the valleys he had desolated, in the cottage of a Vaudois peasant. Here he lived in perfect security. The peasant might have filled his house with gold by betraying his guest; he refused; the duke escaped, and rewarded his ancestor with characteristic parsimony. In the French wars of the last century, when Suwarow was victorious among the Alps, three hundred wounded Frenchmen took shelter in the village of Bobbio. The Vaudois cared for their form-persecutors as long as their scanty means allowed, and then, taking the wounded soldiers on their shoulders, carried them over the steep Alpine passes and brought them safely to their native France.

We may accept, for we cannot refute, the narrative of their early history given by the Vaudois themselves. Soon after the dawn of Christianity, their ancestors embraced the faith of St. Paul, and practised the simple rites and usages described by Justin or Tertullian. The Scriptures became their only guide; the same belief, the same sacraments they maintain to-day, they held in the age of Constantine and Sylvester. They relate that, as the Romish Church grew in power and pride, their ancestors repelled its assumptions and refused to submit to its authority; that when, in the ninth century, the use of images was enforced by superstitious popes, they, at least, never consented to become idolaters; that they never bowed at the altars of the Virgin, nor bowed at the eleventh century Rome asserted its supremacy over kings and princes, the Vaudois were its bitter foes. The three valleys formed the theological school of Europe. The Vaudois missionaries travelled into Hungary and Bohemia, France, England, even Scotland, and aroused the people to a sense of the fearful corruption of the Church. They pointed to Rome as the Antichrist, the centre of every abomination. They taught, in the place of the Romish innovations, the pure faith of the Apostolic age. Lollard, who led the way to the reforms of Wycliffe, was a preacher from the valleys; the Albigenses of Provence, in the twelfth century, were the fruits of the Vaudois missions; Germany and Bohemia were reformed by the teachers of Piedmont; Huss and Jerome did little more than proclaim the Vaudois faith; and Luther and Calvin were only the necessary offspring of the Apostolic churches of the Alps.

From Hamilton Busbey's paper on "The Running Turf in America," we quote the following reference to the late John Minor Botts:—

Hon John Minor Botts was one of the most distinguished of Virginia turfmen and breeders. He gave much study to the horse, bred on a large scale, and fought questions of state to participate in the excitements of the race-course. Though courteous, he was positive in speech, and did not like to be contradicted or corrected. He was wrapped up in the horses bred by himself, fondly believing they had no superiors. Colonel McDaniels, also a prominent Virginia turfman, was a warm personal friend of Mr. Botts. But the friendship existing between them did not prevent them from saying sharp things to each other when their blood was afloat. A number of years ago, Mr. Botts had a young mare entered in a valuable stake at Newburg. The mare had distinguished herself in her maiden performance, and she was a great favorite over all others in the race. Colonel McDaniels had a filly, comparatively unowned, engaged in the same stake. Mr. Botts was so confident of achieving victory that, when his mare was led on the course, just before the start for the first heat, he boastfully exclaimed, "There is a racer for you! It is a pity that there is nothing here to run against her to-day. Why, I would back her to the extent of \$50,000 against anything on the ground. Some of his friends cautioned him to be more prudent in speech, but he would not listen to them. Colonel McDaniels bit his lips, but said nothing. The word for the start was given, and Mr. Botts' entry won the first heat, carrying nine pounds overweight, not as a party, but simply to gratify the vanity

of the owner. He felt confident that she could win and pack the extra weight; and if she did so, the performance would be all the greater. Colonel McDaniels' filly cooled out well, and when called for the second heat she was in superb condition. She got a good start, and ran so gamely that she could not be headed. To the great surprise of Mr. Botts she won the heat. He watched the finish in blank amazement; his confidence in his mare was shaken, and he ordered that the extra weight be taken off. Colonel McDaniels and Mr. Botts, when the horses were being saddled for the third heat, met on the quarter stretch, when the former said, in a jeering tone—"Mr. Botts, you have heard the story of the hawk and the blue jay." "No, tell it to me, won't you?" "Briefly, then, the hawk set upon the blue jay, and pursued the frightened bird with great swiftness. When almost within clutch of the deadly talons, the blue jay darted into a brush-heap, where the hawk could not follow. The bird, so badly frightened a moment before, now turned, in its safe retreat, upon the disappointed hawk with its mocking cry of *c-ter-gla, c-ter-gla*. The application is easy, Mr. Botts. You are *too late* in taking the extra weight off your mare." The manner in which this was said, and the circumstances which gave rise to the speech, so exasperated Mr. Botts that he quarrelled with his old friend. Colonel McDaniels won the race; and after what had passed, Mr. Botts refused to be reconciled to him. Years passed, and the estrangement grew wider. The war swept over Virginia, and there was an end to turf sports. The outspoken Unionism of Mr. Botts was not pleasing to the Confederate Government. In 1861 he was arrested, and for a short time confined as a political prisoner in Castle Gotwin, Richmond. This prison was the property of Colonel McDaniels, and at his door the two old turfmen met, after a long and peaceful separation, a tear in each eye, and a clasp of hands that plainly said, "Forgive and forget;" and they remained firm friends until the one had crossed the far, flowery banks of the silent river, to be seen no more.

Mr. Randolph B. Marey, in his description of "Rupert's Land and its People," has the following upon the British occupation of the territory:—

When the Hudson Bay Company's factors entered Rupert's Land, they found it peopled with numerous tribes of vigorous, manly natives, who were strangers to the effects of alcoholic drinks, and in the primitive simplicity of their untutored natures, were prosperous and happy. But the advent of the Englishman upon their domain inaugurated a new era in their history. They were speedily inducted into the diabolical mysteries of the intoxicating cup; and these credulous children of the forest, with the instinctive proclivity of their race, eagerly imbibed the seductive fire-water, and soon became slaves to its pernicious influences; and, from that day to this, the spirituous liquor has constituted one of the chief articles of their traffic. To such an alarming extent have the Indians become addicted to the use of this poisonous stimulant, and it has wrought so rapid a diminution in their numbers that now there are but a few miserable remnants left of what were once powerful tribes. They have degenerated into the very deplorable barbarism. All this has been brought about with the knowledge and sanction of the very people who now have the audacity to charge us with cruelty and injustice to the red man. Bah! Such barefaced hypocrisy only serves to delude those who are ignorant of the history of English civilization—or, more properly speaking, English annihilation—in India, in China, and in British North America.

The British authorities, in opposing immigration into the territory of the Hudson Bay Company, have been actuated by a different motive from that of any special regard they entertain for the welfare of the aboriginal race; and that motive is nothing more or less than the perpetuation of the trade of a powerful monopoly, which thereby has been enabled to barter its skins for a few paltry beaver and musk-rat skins; while we on the other side of the boundary line, in the brief period of five years, have not only populated several adjacent new territories, but have spanned the continent with one railroad, and have several others in rapid progress toward completion.

That the ponderous optics of our lethargic cousin, John Bull, are at last beginning slowly to open upon the importance of this subject the following quotation from a sensible pamphlet, published at London, in 1866, by Thomas Rawlins, F. R. G. S., author of "America from the Atlantic to the Pacific," most pointedly indicates. He says:—"To the directors and stockholders of the Hudson Bay Company we would say: 'The light of truth is even now thundering at your doors; he demands a passage; he asks by what right you exclude him. Why have you not borrowed a lesson from the progress of the country adjoining? Are you blind to your own interest? for, if you continue to pursue your present policy, you assuredly will be. Brother Jonathan possesses a copacious mine. He is snuffing the savory morsel of the Fertile Belt; but once let him get a few Squatters' Rights, and there will soon be no necessity for any action on the part of the Board of Directors. Their power will have slipped from their grasp, and the road to the Pacific be shut out to them forever. We must not we can not permit such suicidal lethargy to continue. We are all interested that unless something is done soon, the connection between the Atlantic and Pacific coasts in English interests is irrevocably severed, and the supremacy of British power in North America will be greatly endangered.'"

The somewhat equivocal compliment paid us in the gastronomic figure above quoted is eminently characteristic of the nationality of the writer, and exhibits the true measure of John Bull courtesy and amenity; yet it contains an admission regarding the relative comparative of the two nations which I should hardly have expected from an Englishman. It must be conceded that the gloomy picture of the future which he so earnestly exhibits to the serious contemplation of his countrymen seems almost prophetic; and, indeed, we may truly say that it has already been partially verified.

Watches, Jewelry, Etc. WILLIAM B. WARNE & CO. WATERS AND JEWELRY. Second Floor, and late of No. 95, THIRD ST.

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RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN RAILROAD COMPANY, AND THE PHILADELPHIA AND TRENTON RAILROAD COMPANY, AND THE PHILADELPHIA AND NEW YORK AND WAY LINES. FROM WALNUT STREET DEPOT. At 6:30 A. M., accommodation, via 2 P. M. Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 9:30 P. M., Accommodation, via Camden and Jersey City. At 6 P. M., for Amboy and intermediate stations. At 6:30 A. M., 2 and 3:30 P. M. for Freehold. At 7 P. M. for Long Branch and points on New Jersey Southern Railroad. At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton. At 7:30 A. M., 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Philadelphia, Florence, Burlington, Beverly, 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 Philadelphia, Camden, and New Jersey Southern Railroad. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Philadelphia, Camden, and New Jersey Southern Railroad.

FROM KENSINGTON DEPOT. At 7:30 A. M., 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Fulltown. At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's, Edgington, Cornwall, Torresdale, and Holmesburg. At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Tacony, Wissinoming, Brisdridge, 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 at 11:30 P. M., Emigrant Line, via New York, New Jersey, and Philadelphia. 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, Fulltown, Schenck's, Edgington, Cornwall, Torresdale, Holmesburg, Junction, Tacony, Wissinoming, Brisdridge, and Frankford. The 9:30 A. M. and 12 P. M. Lines will run daily. All other Sundays excepted. Sunday Lines leave at 12 M. (noon), 6:45 P. M., and 11:30 P. M.

BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT. At 7:30 A. M., 10 A. M., 12:30, 3:30, 6:30, and 9:30 P. M. for Philadelphia, New Castle, Delaware, and Baltimore. At 7:30 A. M., 10 A. M., 12:30, 3:30, 6:30, and 9:30 P. M. for Philadelphia, New Castle, Delaware, and Baltimore. At 7:30 A. M., 10 A. M., 12:30, 3:30, 6:30, and 9:30 P. M. for Philadelphia, New Castle, Delaware, and Baltimore.

FROM MARKET STREET DEPOT (UPPER SIDE). At 7 and 10 A. M., 12:30, 3:30, 6:30, and 9:30 P. M. for Philadelphia, New Castle, Delaware, and Baltimore. At 7 and 10 A. M., 12:30, 3:30, 6:30, and 9:30 P. M. for Philadelphia, New Castle, Delaware, and Baltimore. At 7 and 10 A. M., 12:30, 3:30, 6:30, and 9:30 P. M. for Philadelphia, New Castle, Delaware, and Baltimore.

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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas. SPRING ARRANGEMENT. On Friday, June 18, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:30 P. M. at Philadelphia at 9:20 P. M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Seneca, Niagara, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. The 9:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at FORT CLYDE with the Reading and Potomac Railroad for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, Potomac and Chesapeake Bay, and Reading for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSWOWN ACCOMMODATION. Leaves Philadelphia at 4:00 P. M. at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. READING AND POTTSWOWN ACCOMMODATION. Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 1:30 A. M. and 6:35 P. M., stopping at Pottsville, and arriving in Philadelphia at 10:20 A. M. and 9:25 P. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives at Reading at 7:55 P. M., and at Pottsville at 9:40 P. M. Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8 A. M., returning to Philadelphia at 10:20 A. M. and 9:25 P. M. Express trains leave Harrisburg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 7:00 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation for Philadelphia, arriving in Philadelphia at 9:25 P. M. Market train, with a passenger car attached, leaves Pottsville at 6:40 A. M., and Reading at 1:30 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Reading at 8 A. M., returning from Reading at 4:25 P. M. CHESTER VALLEY RAILROAD. Passengers take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30, 8:45, and 10:30 P. M. PERKINSON RAILROAD. Passengers for Schuylkill take 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia, returning to Pottsville at 9:30 A. M., 12:30, 3:30, 6:30, and 9:30 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Pottsville. COBURN 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 10 A. M. NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST. Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:15 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Philadelphia, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Philadelphia at 6:30 A. M. and 8:50 A. M., arriving Reading at 7:30 A. M. and 10:40 A. M., arriving at New York 12:30 noon and 3:15 P. M. Sleeping cars accompany the above trains between Jersey City and Pittsburg without change. A Mail Train for New York leaves Harrisburg at 9:30 A. M., and Philadelphia at 11:30 A. M., and 4:00 P. M. Express Mail Train for Harrisburg leaves Philadelphia at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and Reading at 1:30 A. M., and Harrisburg at 8:35 A. M., and 1:40 and 4:40 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Allentown at 6:30 A. M. for Pinegrove and Harrisburg, and at 12:30 noon for Pinegrove, Trement, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Trement at 4:20 P. M. and 6:30 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold at reduced rates. Accommodation Tickets from Philadelphia to Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates. Tickets for the Schuylkill and Reading Railroad, at reduced rates. FRIGHT TRAINS leave Philadelphia daily at 4:25 A. M., 12:30 noon, and 12:15 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Fort Clinton, and points beyond. BAGGAGE—Duggan'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 CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY. On and after Monday, April 4, 1870, trains will run as follows:— THIRTY-FIRST and CHESTNUT STATIONS. FROM PHILADELPHIA. 6:45 A. M. for West Chester, 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 with West Chester Port Deposit, and all stations on the P. & B. C. R. R. 9:40 A. M. for West Chester stops at all stations. 11:30 A. M. for B. C. Junction stops at all stations. 12:30 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. 6:30 P. M. for West Chester stops at all stations. 11:30 P. M. for West Chester stops at all stations. FROM PHILADELPHIA. 6:45 A. M. for B. C. Junction stops at all stations. 7:15 A. M. for B. C. Junction stops at all stations. 1:35 P. M. from West Chester stops at all stations. 4:50 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 commences running on and after June 1st, 1870, stopping at all stations. ON SUNDAYS. 8:05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 11:30 A. M. from B. C. Junction stops at all stations. 1:35 P. M. from West Chester stops at all stations. 4:50 A. M. from West Chester stops at all stations. 7:00 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. W. C. WHEELER, Sup't.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD. TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870. Trains leave Depot, corner of Broad street, and Washington street, Philadelphia, at the following hours:— Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Baltimore with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Potomac and Chesapeake Bay Railroad, at Seaford with Norfolk and Delaware Railroad, 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 Wilmington, Perryville, Havre-de-Grace, Elkton, New Castle, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Perryman, Perryman, Edgewood, Magnolia, Chase, and Stenmer's Run. Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Chesapeake, New Castle, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman, and Magnolia. Passengers for West Chester, Norfolk and Norfolk will take the 11:45 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:40 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations. Leave Wilmington at 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 at Chester or Philadelphia. The 7:15 P. M. train from Wilmington runs daily; all other accommodation trains Sundays excepted. Trains leaving Philadelphia at 6:30 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:40 A. M. and 4:30 P. M. trains for Baltimore Central Railroad. From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 7:35 P. M., Express; 7:20 P. M., Express. SUNDAY TRAINS FOR BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman, the Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, and Stanton, New Castle, Newark, Elkton, Linwood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 6:30 A. M.; returning, left West Grove at 3:45 P. M. Through tickets to all points West, South, and Southwest, Monday and Tuesday, except on the Chesapeake coast, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office are entitled to baggage up to their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

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 at 10:30 P. M. for Erie, and arrives at Erie at 5:40 A. M. ERIE EXPRESS leaves Philadelphia at 10:40 A. M. for Erie, and arrives at Erie at 7:10 P. M. ELMIRA MAIL leaves Philadelphia at 10:40 A. M. for Erie, and arrives at Erie at 7:30 P. M. BALD EAGLE MAIL leaves Philadelphia at 1:30 P. M. for Erie, and arrives at Erie at 2:45 P. M. EASTWARD. MAIL TRAIN leaves Erie at 8:50 A. M. for Philadelphia, and arrives at Philadelphia at 9:25 P. M. ERIE EXPRESS leaves Erie at 9:00 P. M. for Philadelphia, and arrives at Philadelphia at 9:15 A. M. ELMIRA MAIL leaves Philadelphia at 9:45 A. M. for Erie, and arrives at Erie at 7:30 P. M. BUFFALO EXP. leaves Philadelphia at 9:50 P. M. for Buffalo, and arrives at Buffalo at 1:30 A. M. BALD EAGLE EXP. leaves Lock Haven 9:30 P. M. Express Mail and Accommodation trains connect at Corry, and all west-bound trains and Mail and Accommodation east at Irvinston with Oil Creek and Allegheny River Railroad. W. A. A. CARDLEIGH, Superintendent. General Superintendent.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:— LEAVE PHILADELPHIA, from depot of P. W. & H. R. Company, corner Broad street and Washington street. 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 CHADDS FORD AND CHESTER CREEK, at 7 A. M., 10 A. M., 12:30 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 Oxford at 6:45 A. M., and leaving Port Deposit at 6:45 A. M., and leaving Philadelphia at 7:00 A. M. and 4:30 P. M. W. C. WHEELER, Sup't.

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