apper side).

Beverly, and Delanco.

At 6:36 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Falmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry

At 11 A. M., via Kensington and Jersey City, ew York Express Line. Fare, \$3. At 7:30 and 11 A. M., 2:30, 3:60, and 5 P. M. for renton and Bristol, and at 10:15 A. M. and 6 P. M.

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-

file and Tullytown.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M.
or Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for
lornwell's, Torresiale, Holmesburg, Tacony, Wisin ming, Bridesburg, and Frankford, and at 8 P.
or Holmesburg and Intermediate stations.

on.
At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol.
At 12 P. M. (Sight), for Morrisville, Tuliytown, schenek's, Eddington, Cstriwell's, Torresdate.

danch Chunk, Allentown, Bethiehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and in-

ermediate stations.
AMDEN AND BURLINGTON COUNTY AND

town, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3-30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and

Hightstown. WILLIAM H. GATZMER, Agent,

DENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Fennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars the last car consecting with each train leaving Front and Market streets thirty winutes before its departure. The Chesnut and Walnut streets cars run within one square of the Deport.

Sleeping-car Tickets can be had on application

red and baggage delivered, by 5 P. M., at No. 116

Cincinnati Express. 3:10 A. M. Philadelphia Express 6:50 A. M. Paoli Accommodat'n, 8:20 A. M., 3:40 and 6:20 P. M.

General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA On and after MONDAY, April 12, 1869, Trains will

leave as follows:—
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 7:25 A. M., 9:30 A.
M., 2:30 P. M., 4:16 P. M., 4:86 P. M., 7:16 and 11:30

Leave West Chester from Depot, en East Mar.

Trains leaving West Chester at 7-40 A. M. will

the Market street line run within one square. The cars of both lines connect with each train upon its

Leave Philadelphia for West Chester at 8:00 A.

M. and 2.30 P. M. Leave Philadelphia for B. C. Junction at 7-15 P. M.

Leave West Chester for Philadelphia at 7:45 A.

Leave B. C. Junction for Philadelphia at 6:00
A. M.
4:105

General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT,
AND THE GREAT OIL REGION OF PENNSYL,
VANIA.

Elegant Steeping Cars on all Night Trains.

On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Eric Railroad will run as

NAIL TRAIN leaves Philadelphia. . 10.45 P. M. Williamsport 8.15 A. M.

arrives at Lockhaven . 7:46 P. M.

ON SUNDAYS.

Market street.
TRAINS ARRIVE AT DEPOT, VIZ.:-

Erie Mail
Fast Line
Parkesburg Train
Lancaster Train
Erie Express
Day Express
Southern Express

will receive attention.

MBERTON AND HIGHTSTOWN RAIL-

AT WIAGARA.

The New Suspension Bridge-The Recent Changes in the Falls-The Scenery-The Butels, Etc. From an Occasional Correspondent.

INTERNATIONAL HOTEL, NIAGARA PALLS, July 27.

The prospect here now is for rather an unfavorable season (viewed pecaniarily by hotel Proprietors), as the weather is so unpropitious, and has been for many days. Last Wednesday was blustering and cold, quite like March, calling into requisition overcoats, shawls, and blankets, and rendering peregrinations or even rides about the Falls anything but pleasant. Some are afraid to venture on the new frail-looking Suspension Bridge on account of the stiff breeze, though there is not the least danger even in a gale of wind. It is a strong. beautiful structure, and stretches an enormous span, being considerably longer (1390 feet, I believe) than the railroad bridge below. 1 crossed it on foot, and thence walked or sauntered along, enjoying the varied views from the Canada side. From the rocks near the edge of the Horseshoa Fall one can obtain a grand view of the whole mighty cataract, and the course of the river a long distance below. Since my last visit here, ten years ago, I notice some marked changes in the Horseshoe -losing its former shape and becoming more angular, like the letter V. It is estimated that nearly two hundred tons of rock have fallen in the centre of the Fall. Table Rock is almost gone, and I suppose a resident who is a close observer could note many more changes in parts of Goat Island and the American side. The huge piece which fell from Table Rock in 1852 is visible at the water's edge. Building the new bridge at Bath Island seems to have altered somewhat the appearance of the American rapids, though the ceaseless rush of waters is as familiar as ever. If all of this immense, mighty water power could be utilized, I think it would be more than sufficient to turn all the mills and factories in the world, Horace H. Day, of rubber notoriety, has purchased large tracts on the river bank, extending a mile and a half below the Falls, has excavated a wide canal, and offers to sell or lease lands with water power for manufacturing purposes. He has spent about a quarter of a million dollars here, and has seen very little if any of it back. Some people consider it a hazardous speculation. The surplus water from his canal running over the high bank makes a beautiful fall, appropriately called the "Bridal Veil."

One can notice the wonderful velocity and strength of the current best at the Whirlpool Rapids, where the river is not wider than our Schuylkill at Chesnut street bridge. I never saw old ocean so agitated as this river is here. The compression of the mass of water into this narrow space causes a powerful undercurrent, which throws the surface water twenty-five to thirty feet high, and makes waves equal to any I ever saw in a storm at sea. Niagara boils and tumbles and rushes on towards Lake Ontario at a speed of thirty miles an hour. It is a grand sight to stand at the base of the precipice on a level with the roaring torrent. One would imagine there were rocks here in the river or at the whirlpool itself, but it is said to be about two hundred feet deep, and the safe passage of the steamer "Maid of the Mist" some years ago, when she ran the gauntlet to get away from the sheriff, proved the absence of any obstructions, otherwise she would undoubtedly have been dashed to pieces.

The visitor experiences at every turn a great drawback to his thorough enjoyment in the constant annoyance of hack runners and curiosity sellers, these parties meeting you everywhere, waylaying and pursuing you, and importuning you so pertinaciously that it is hard to shake them off. There ought to be some law to put a stop to this, or strangers will be as glad to get away from here as they are to come. Were there thousands of visitors, as there ought to be at this season, and all the shops well patronized, this boring process would cease in a measure, although the competition would even then be kept up. The sale of photographs and stereoscopic pictures is unlimited. There seems to be a stock of thousands at each one of the hundred shops, besides stands in the open air during pleasant weather. Some of these views are beautiful, and enable the visitor to retain or recall all the vivid impressions he first had. During the winter months the most charming and fairy-like scenery is presented at all parts of the Falls. I visited here in February, 1856, and recognize in many of the pictures familiar scenes. But fashion so predominates and governs all classes of society, that it would be considered outre to come here in the depth of winter. So only the residents and the laborious artists enjoy the splendid sights of Niagara in her icy robes.

Of course, we had to do the Falls, and having ample time, visited at our leisure the Whirlpool Rapids, Whirlpool, Devil's Hole, Goat Island, and her three sister islands, now connected with her by beautiful single span bridges. Most glorious and magnificent are the views from the outermost of the "sisters" of the noble wide and deep rapids above the "Horseshoe," In the Queen's dominions we rode to Lundy's lane, Burning Spring, and Table Rock, where we passed under and behind the street, which, owing to the trifling distance traversed, is perfectly safe, but was not as satisfactory as I expected. The change of government is evident from lack of thrift and enterprise as compared with the United States. As an instance, a gentleman recently bought seventy-five acres on the bank of the river just below the Falls, with a dozen or more good buildings on it, including the Clifton House, and one fine mansion and grounds, for \$50,000. If the same property had been on our side, eight or ten times that amount would not have purchased it. When Canada is annexed to us, it will be the chosen side for views and places of interest. Even English people give our side the preference now, there being but a few guests at the Clifton House.

The two leading hotels here, International and Catalact, are filling up gradually. The

former is a fair distance from the roar of the rapids, and yet quite convenient to the bridges and ferries. It seems to be the popular resort of many of the best people, even old visitors, and of the aristocratic sort; and the style in which it is kept up, and the real solid comfort afforded here, make us all wish the season was ten times more prosperous.

We intend to take a trip down the St. Lawrence next week, and I may write you from Mortreal, Yours,

A BOUBLE SHOT.

A Sicilian Imbroglio in New Orleans—A Double Assassiuntion, From the New Orleans Picaguns of Saturday. again has the community been startled by the erpetration of a scene of blood and violence carrely do we recover from the horror of the courth district tragedy before the lower part, of bout's 30 o'clock Thursday morning, Salvater tossa was passing along the Levee, near St. billip street, when he saw a number of on near the foot of Ursulines street conversation, and making signs and ferences to himself, which he at once erpreted as having a hostile meaning acre fears may have been still further cited from the fact that the men were known him as enemies, and he could perceive they are armed. It * alleged, too, that one of their lled out to him, and was in the act of firing on Rossa turned into St. Philip street, and receded as rapidly as he could to arm himself to a house near by. Returning again to the orner of St. Philip street] and the even be found the crowd of Sicilians as he id left them, and without waiting for a chalage fired into them several shots from a douic barrelled gun. Two of the men fell tertally wounded, and expired within a few

The cause of the difficulty appears to have rown out of the tragedy perpetrated several norths since at the Poydras market, when an old and respectable citizen, Mr. Clark, was shot and killed. It appears that Rossa was in some way mixed up in that affair, and for his conduct en a deadly vengeance has been sworn against im by some of his countrymen. Subsequently, very act of shooting in Lafayette Square, when the case was called up for trial. The fend thus commenced has gathered in intensity every day ince, until this morning it has culminated in a

It [will be remembered that Rossa was tried some two years since for the murder of Mr. Wells, the Commissary of the market. He was sequitted on that occasion, but is well known as sted, and reckless of its consequences. He was prested by Officer Raester, a few moments after treet Station, where he is now confined. These are the facts of the case, so far as the reporter as able to learn there in the burry and confusion

reident to the occasion.
It seems that our city is given over of late to scenes of bloodshed and violence, since scarcely a day passes that the community is not called upon to sustain the shock of some startling

About So'clock last night Captain Badger, of the Third precinct, telegraphed to the chief that he was sadly in want of an operator, as more trouble was apprehended in consequence of the tragedy in the morning. It appears that several parties belonging to the Messina and Palermo ctions had armed themselves and determined to fight it out. These, it seems, are about equally divided between the French and the Poydras Markets, and are the adherents of both Rossa and Jose Banano, and Peter Allucio, the murdered men. If these apprehensions should prove correct, a bloody broil may be looked for. The factions are intensely excited, and mutually declared the most ultra revenge Notwithstanding all this the reticence of these people towards the Americans is remarkable. However much they may dislike each other they are not willing to refer the matter to the arbitrament of an American jury, and it is very doubtful, in the trial of the case, if any one can

be found to swear against the accused.

The action of Officer Taylor in the arrest of Rossa is spoken of as an incident of extraordinary gallantry. It appears that Rossa was about drawing his pistol on Officer Baester, when Taylor clinched with him at the risk of his life, prevented the komicide from adding still another victim to his bloody work.

THE ARGENTINE REPUBLIC.

The Difficulties of President Sarmiento. The Springfield (Mass.) Republican of yester-

day says:-Private letters from reliable sources in Buenos Ayres inform us that the new President of the epublic finds it a difficult task to make a repub can government understood by the Spanish race although their aspirations are for liberty. ime since the Governor of the province of San Juan put the Legislature into prison. President Sarmiento, in obedience to that clause of the Constitution which declares, like our own "the Federal Government guarantee that to every State a republican form of gov etc., restored the Legislature to erament." power. The first Congress that has convened since he took the office, and which i hiefly composed of the partisans and friends o ex-President Mitre (who has been elected Sens tor for nine years by the Legislature of his pro vince), is taking President Sarmiento to task fo this just exercise of his prerogative. Mitre seems determined to oppose the action of President Sarmiento. Formerly companions in exile n arms, and in efforts for their country's liberaion from tyrants, the love of power apparently has corrupted the ex-President, who now of poses his old friend in his efforts to govern wel and peacefully. This is extraordinary action in a man of his supposed enlightenment, and mus e a cruel thorn to the noble Sarmiento. sope to have more detailed intelligence of the affair in San Juan, but it seems very plain duty to interfere, as he has done, with State rights. The President of the Argentine Republic finds nothing more difficult than to adjust this question o State rights. Some of its chief difficulties have formerly arisen from too great usurpation of power by the Central Government, ise mentioned in the life of Colonel Sarmlento which cost the life of his friend and coadjutor Dr. Aberastain. The Federal Government now obliged to interfere in order to secure the people of the province their undoubted preroga tive, for the Legislature is popularly elected, as It must be as necessary for Sarmlento to exercise the authority of the National Government in remote districts, as for General Grant to do so in Texas and Mississippi. Both Presidents are working in the cause of good order and good government. -

ASTON & MCMAHON, No. 2 COENTIFS SLIP, New York. No. 3 COENTIFS SLIP, New York. No. 18 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT Street, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs turnished at the shortest notice. 625)

MORNY'S TASTELESS Fruit Preserving Powder,

In warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight. Price, 50 cents a package. Sold by the grocers. ZANE, NORNY & CO., Proprietors. No. 136 North SECOND St., Philada.

HOUSE-WARMING WITH STEAM. We are prepared to warm Dwellings and Buildings of all classes with our Patent-improved LOW STEAM APPARATUS,
Which, for efficiency and economy, rivals all similar methods. H. BELFIELD & CO., No. 435 North BROAD Street.

DR, KINKELIN CAN BE CONSULTED ON all dispases of a certain specialty. Office hours, 8to No. 38 S. KLEVENTH Street.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN,
NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 905, 10, 11, 12 A. M.,
1, 2, 3½, 3½, 4, 435, 508, 5½, 6, 6)½, 7, 8, 9, 10, 11, 12
P. M.

P. M.
Leave Germantown at 5, 7, 714, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 434, 5, 514, 6, 614, 7, 8, 9, 10, 11 P. M.
The 8 20 down train and 314 and 514 up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9 15 A. M., 2, 4 95, 7, and 10 to P. M.

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 5, 5, 19, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

9-25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Norristown at 5-40, 65, 7, 75, 9, and 11 A. M., 15, 3, 45, 5, 5, 65, 805, 10.05, and 115, P. M. Leave Norristown at 5-40, 65, 7, 75, 9, and 11 A. M., 15, 3, 45, 654, 8, and 95, P. M. The 75, A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schue's ane. The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken.
ON SUNDAYS
Leave Philadelphia at 9 A. M., 25, 4, and 754

P. M.
Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11 05 A. M.,
13c, 3, 4½, 5, 5½, 6½, 8 05, 10 05, and 11½ P. M.
Leave Manayunk at 6 10, 7, 7½, 8 10, 9½, and 11½
A. M., 2, 8½, 5, 6½, 8 25, and 10 P. M.
The 5 P. M. train from Philadelphia will stop
only at School lane and Manayunk.
ON SUNDAYS.

ON SUNDAYS. Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayank at 7% A. M., 1%, 6, and 9% W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TA-BLE.—Communicing MONDAY, May 10, 1809.— Trains will leave Depot corner Brond street and

ington avenue as follows:— y Maii Train at 8 30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations.
Connecting with Delaware Railroad at Whinington for Crisfield and intermediate stations
Express Train at 12 M. (Sundays excepted), for

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elston, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:50 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurslow, Linwood, Chaymont, Wilmington, Newark, Elston, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

take the 12 00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11 00 A. M., 2 30, 8 00, and 7 00 P. M. The 5 00 P M. Train connects with Delaware Railroad for Harrington and intermediate Stations.

diate Stations. Leave Wilmington 6 39 and 8-10 A. M., 1-30, 4-15, and 7-00 P. M. The 8-10 A. M. Train will not stop between Chester and Philadelphia, The 7 P. M. Train from Wilmington runs daily; all other Ac-

Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A M., Way Mall; 9:35 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 Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7:60 P. M.

The 7:00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5 40 A. M., 9 25 A. M., and 2 30 P. M. Leave Chadd's Ford for Philadelphia at 6-15 A. M. A Sunday Train will leave. A Sunday Train will leave Philadelphia at 8:00 A. M. for West Grove and intermediate stations, Returning, will leave West Grove at 4:30 P. M. Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with the M. and 4.30 P. M. trains for Baltimore Cen-

Through tickets to all points West, Seuth, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent. FOR CAPE MAY, VIA WEST JERSEY RAIL-

ROAD.
COMMENCING THURSDAY, JULY 1, 1889.
Leave Philadelphia, foot of Market street, as fol-

lows:—
9'00 A. M., Cape May Express, due 12'25.
3'15 P. M., Cape May Passenger, due 7'15.
4'00 P. M., Fast Express (commencing on Saturday, July 3), due 6'55 P. M.
Sunday Mail Train leaves at 7'15 A. M., due 10'45. Cape May Freight leaves Camden daily at 9 20

RETURNING, TRAINS LEAVE CAPE MAY,

RETURNING, TRAINS LEAVE CAPE MAY,
6:30 A. M., Morning Mail, due 10:06 A. M.,
9:00 A. M., Fast Express (commencing on Monday, July 5), due 12:07.
6:60 P. M., Passenger, due 8:22 P. M.,
Sunday Mail Train leaves Cape May at 5:10 P. M.,
Cape May Freight Train leaves daily at 6:40 A. M.,
TICKETS.

Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Cam-

den and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 5:00 P. M. Returning leaves (Philadelphia daily at 5:00 P. M. Returning leaves (Philadelphia daily at 6 00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reduced rates, between Philadelphia and all stations.

PREIGHT TRAINS LEAVE CAMDEN For Cape May, Miliville, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12-00 Freight received at first covered wharf below

Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
7 1 WM. J. SEWELL, Sup't W. J. R. R. SHORTEST ROUTE TO THE SEA SHORE.

CAMBEN AND ATLANTIC RAILROAD

SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1%
HOURS.
TAKES EFFECT JULY 1, 1869. Through trains leave Vine Street Ferry as fol-

Special Excursion	
Mail S-00,A. M. Freight (with passenger car) S-45 A. M.	l
Freight (with passenger car)	
Express, through in 1% hours 5:15 P. M.	
Atlantic Accommedation 4'15 P. M.	
LEAVE ATLANTIC CITY.	
Atlantic Accommodation	
Fxpress, through in 1% hours 7'24 A. M.	l
Freight (with passenger car)	ı
Mail	
Special Excursion	
An extra Express train (through in 134 hours)	
will leave Vine Street Ferry every Saturday at 2:00	
P. M.; returning, leave Atlantic City on Monday at	
9:40 A. M.	
Local trains leave Vine street:-	
Ateo Accommodation	
Haddonneld do. 1 200 P. M.	
Hammonton do	
Returning, leave	
Ateo 19:15 noon	

Haddonfield......245 P. M

Hammonton.
SUNDAY MAIL TRAIN Leaves Vine street 5:00 A. M. Leaves Atlantic 4:17 P. M. Mail and Express connect with Off Oreck and Allegheny River Railroad. Baggage ebecked through. ALFRED L. TYLER, sued, \$3. Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street. 6 29 D. H. MUNDY, Agent.

RAILROAD LINES. RAILROAD LINES.

1869. FOR NEW YORK. THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLAGES. READING RAILROAD, GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING YORK, AND WAY PLAGES.

FROM WALNUT STREET WHARF.

At 680 A. M., via Camden and Ambey Accom. \$2.25

At 8 A. M., via Cam, and Jersey City Ex. Mail 3 00

At 2 P. M., via Camden and Ambey Express... 3 00

At 6 P. M., for Ambey and Intermediate stations.

At 6:30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trenton.

NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, JULY 12, 1869. Leaving the Company's Depot at Thirteenth and allowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At 7:30 A. M. for Reading, and all intermediate sta-tions, and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M. Trenton, At 6:30, 8, and 10 A. M., 12 M., 2, 8:30, 4:30, 8, 7, and 11:30 P. M. for Bordentown, Florence, Burlington,

MORNING EXPRESS.
At 8-15 A. M. for Reading, Lebanon, Harrisburg, Petisville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmra, Rochester, Nigara Falls, Buffalo, Wilkesbarre, Pitiston, York, Carlisle, Chambersburg,

The 7:30 A. M. train connects at READINA with The 7-30 A. M., train connects at READINA with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. urg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 230 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6-25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-30 P. M.; arrives in Pottstown at 6-40 P. M.

READING ACCOMMODATION.

M. for Holmesourg and Intermediate stations.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Reilway.
At 9-30 A. M., 1-20, 4, 6-45, and 12 P. M. New York
Express Lines, via Jersey City. Fare, 43-25.
At 11-30 P. M., Emigrant Line. Fare, 82.
At 9-30 A. M., 1-20, 4, 6-45, and 12 P. M. for Trensten. Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford,
The 9-30 A.M., 5-45 and 12 P.M. Lines will run

READING ACCOMMODATION.

Leaves Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M., Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.

Trains for Philadelphia leave Harrisburg at 5:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternson trains leave Harrisburg at 2 P. M., and Pottsville at 2:35 P. M., arriving at Philadelphia at 6:35 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternson Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M. dally. All others, Sundays excepted.
BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILKOAD LINES, PROMERING REPORT.

At 7:50 A. M. for Ningara Falls, Buffalo, Dunkirk, Elmira, Ithsea, Owego, Rochester, Hinghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkeslarre, Schooley's Mountain, etc.

At 7:30 A. M. and 8:30 P. M. for Seranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. time connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethichem, etc.

Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Poitsville and all way stations; leaves Pottsville at 5:3 A. M., connecting at Reading with accommodation train for Philadel-All the above trains run daily, Sandays excepted, Sanday trains leave Potts-lile at S.A. M., and Philadelphia at S.B. P. M. Leave Philadelphia for Reading at S.A. M.; returning from Reading at 4.25 P. M.

ROADS,
PROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 215, 339, 5, and 6:30 P. M. for
Merchantville, Moorestown, Hartford, Massimille,
Hainesport, Mount Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown New Every and Homography. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 1245, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 100 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRISS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5:0 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Connecting at Harrisburg With Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-

Pittsburg, Chicago, Williamsport, Elmira, Baltinore, etc.

Returning Express train leaves Harrisburg on Peturning Express from Pittsburg at arrival of Pennsylvania Express from Pittsburg at 350 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1250 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

steeping-car lickets 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 depot. Orders left at No. 901 Chesnut street, or No. 118 Market street, change.
A Mail train for New York leaves Harrisburg at \$10 A. M. and 205 P. M. Mail Train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.

will receive attention.

TRAINS LEAVE DEFOT, VIZ.:—

Mail Train
Paoli Accommodat'n, 10:30 A. M., 1:10 and 7:00 P. M.,
Fast Line
Eric Express
11:50 A. M.,
Harrisburg Accommodation
2:30 P. M.,
Lancaster Accommodation
12:00 P. M. Trains leave Pottsville at 630 and 1130 A. M., and 640 P. M., returning from Tamaqua at 835 A. M., and 245 and 445 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Trains leave Anburn at 6.25 A. M. for Pinegrove and Harrisburg, and at 12.10 noon for Pinegrove and Harrisotra Accommodation . 4 00 P. M.
Parkesburg Train . 5 30 P. M.
Cincinnati Express . 8 00 P. M.
Erie Mail and Pittsburg Express . 10 30 P. M. Tremont, returning from Harrisburg at 620 P. M., and from Tremont at 645 A. M. and 740 P. M.

TICKETS.
Through first-class tickets and emigrant tickets to Philadelphia Express, 12 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 all the principal points in the North and West and Canadas, Excursion Tickets from Philadelphia to Reading clock. Philadelphia Express leaves dally. All other and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at trains daily, except Sunday.

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

Excursion Tickets to Philadelphia, good for one

Reading and Pottstown Accommodation Trains, at reduced rates, 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. Nichols, General Superintendent,

COMMUTATION TICKETS. At 25 per cent, discount, between any points destred, for families and firms MILEAGE TICKETS.

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For three, six, nine, or twelve months, for holders

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Southern Express

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Ticket Agent at the Depot Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare, EXCURSION TICKETS SAMUEL H. WALLACE,
Ticket Agent at the Depot.
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Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding
that amount in value will be at the risk of the
owner, unless taken by special contract.
EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

From Philadelphia to principal stations, good for saturday, Sunday, and Monday, at reduced fares, to se had only at the Ticket Office, at Thirteenth and Callowhili streets. FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 245 P. M. FREIGHT TRAINS

FREIGHT TRAINS

Leave Philadelphia daily at 435 A. M., 1245 noon,
5 and 7:15 P. M., for Reading, Lebanon, Harrisburg,
Pottsville, Port Clinton, and all 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

Leave West Chester from Depot, en East Mar, ket street, at 6:26 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P. M. Leave Philadelphia for B. C. Junction and inter-mediate points at 12:30 P. M. and 6:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:45 P. M. and Callowhill streets. NORTH PENNSYLVANIA RAILROAD.— BETHLEHEM, DOYLESTOWN, N For BETHLEHEM, DOYLESTOWN MAUCH CHUNK, EASTON, WILLIAMSPORT WILKESBARRE, MAHANOY CITY, MOUNT ARMEL, PITTSTON, TUNEHANNOCK, AND

Trains leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4-35 P. M. will stop at B. C. Junction and Media only, Passengers to or from stations between West Chester and B. C. Junction going (East will take train leaving West Chester at 7-25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4-35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:-At 7-45 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazieton, Williamsport, Wilkesbarro, Mahanoy City, Pittston, and Tunk-

At 9.45 A. M. (Express) for Bothlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads. At 146 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Harleton. At 5.00 P M. for Bethlehem, Easton, Allentown,

nd Mauch Chunk. For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 6:45 and 10:45 A. M., and 11:30 P. M.

For Abington at 1:15, 3:15, 5:20, and 8 P. M.

For Lansdale at 6:20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to

the new Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 00 A. M., 2 10, 4 45, and 8 25

rom Doylestown at 8:25 A. M., 4:55 and 7:05 P. M. From Landale at 7:30 A. M. From Fort Washington at 9:20, 10:35 A. M., and From Abington at 2:35, 4:35, 0:45, and 9:35 P. M.

ON SUNDAYS.
Thiladelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylostown at 2 P. M.
For Abington at 7 P. M.
Boylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M. Abington for Philadelphia at S.P. M.
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THE ADAMS EXPRESS COMPANY, OFFICE No. 230 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Francisc Companies, to all the principal towns and bittles in the United States, to all the principal towns and bittles in the United States. AUD FION SALES.

M. THOMAS & SONS, NOS. 139 AND 141

Assignece' Sale-Estate of Brombey Wharton Illius.
PIXTURES OF AN ALCOHOL DISTILLERY AND RECTIFYING ESTABLISHMENT.

On Saturday Morning.

July 31, at 11 o'clock, at No. 225 N. Third street, will be sold, at public sale, by order of William Vodges, assignes in bankruptcy, the fixtures of an alcohol distillery and rectifying establishment, all in good order, consisting of one French column still of 4st gallons, with all the appurtenances, in working order; 8 receiving stands and capper fixtures complete; 1 syrup kettle; 25 rectifying tubs; 2 cisterus.

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Latove and souttle, 3 old chairs, 1 old desk.

Also, leasehold of premises, which expires August
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CHESNUT Street, rear entrance No. 1107 Sansom street.

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GLASSWARE, ETC.
On Friday Morning,
At 9 o'clock, at No. It is the south street, will be sold, a argo assortment of superior furniture, comprising parlor, hamber, library and idining room suits, mattresses, carpets, china, glassware, etc.
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