CHARLES DICKENS.

The Author on the Newsman of the Day. On April 5 the annual dinner in aid of the friends of the Newsvenders' Benevolent and Provident Institution was held in London. Mr. Charles Dickens presided, and in proposing the toast of the evening said:-Ladies and Gentlemen:-You receive me with so much cordiality that I fear you believe that I really did once sit in a Lord Mayor's coach. Permit me to assure you, in spite of the in-formation received from Mr. Alderman Cotton, that I never had that honor. Furthermore, beg to assure you that I never witnessed Lord Mayor's show except from the point of view obtained by the other vagabonds upon the pavement. Now, ladies and gentleen, in spite of this great cordiality of yours. doubt if you fully know yet what a blessing it is to you that I occupy this chair to-night, because having filled it on several previous ccasions for the society on whose behalf we re assembled, and having said everything that I could think of to say about it, and being, moreover, the President of the institution itself, I am placed to-night in the modest osition of a host who is not so much to dislay himself as to call out his guests-peraps even to try to induce some among them o occupy his place on another occasion. And, therefore, you may be safely sure that, like "Falstaff," but with a modification almost as large as himself, I shall try rather to be the cause of speaking in others than to speak myself to-night. Much in this manner they exhibit at the door of a snuff-shop the efficy of a Highlander with an empty mull in his hand, who, having apparently taken all the snuff he can earry, and discharged all the sneezes of which he is capable, politely inrites his friends and patrons to step in and try what they can do in the same line. It is an appropriate instance of the universality of the newsman's calling that no toast we have drunk to-night—and no toast we shall drink o-night-and no toast we might, could, should, or would drink to-night, is separable or a moment from that great inclusion of all possible subjects of human inerest which he delivers at our doors very day. Further, it may be worthy the nsideration of everybody here who has alked cheerfully to his or her neighbor since we have sat down at the table, what in the name of Heaven should we have talked about. nd how on earth could we have possibly got on, if our newsman had only for one single day forgotten us. Now, ladies and gentleen, as our newsman is not by any means in he habit of forgetting us, let us form a little habit of not forgetting our newsman. Let us remember that his work is very arduus; that it occupies him early and late; that he profits he derives from us are at the best ry small; that the services he renders to us re very great; that if he be a master, his ittle capital is exposed to all sorts of mishances, anxieties, and hazards; and if he be journeyman, he himself is exposed to all anner of weathers, of tempers, and all manr of difficult and unreasonable requrements. t me illustrate this. I was once present a social discussion which turned upon e question what was the most absorbing nd the longest lived passion in the human east. A daily editor of vast experience and teat acuteness, who was one of the com-any, considerably surprised us by saying ith the greatest confidence that the passion question was the passion of getting orders r the play. There had recently been a prible shipwreck, and very few of the surving sailors had escaped in an open beat. ne of these, on making land, came straight London, and straight to the newspaper fice, with his story of how he had seen the ip go down before his eyes. That young an had witnessed the most terrible conntion between the powers of fire and ater for the destruction of that ship and every one on board. He had rowed away nong the floating, dying, and the sinking ead. He had floated by day, and he had ozen by night, with no shelter and no od, and as he told his dismal tale, he lled his haggard eyes about the room. hen he had finished, and the tale had been ted down from his lips, he was cheered and freshed and soothed, and asked if anything ould be done for him. Even that master sion was so strong within him that he imediately replied he should like an order for play. My friend the editor certainly ight that was rather a strong case; but he id that during his many years of experience had witnessed an incurable amount of if-prostration and abasement having no er object, and that almost invariably on e part of the people who could well afford pay. This made a great impression on y mind, and I really lived in this faith until me years ago it happened upon a stormy ght I was kindly escorted from a bleak way station to the little out-of-thetown it represented by a sprightly vivacious newsman, to whom opounded, as we went along under wumbrella, what was the one all-absorbing sion of the human soul. He replied thout the slightest hesitation, that it cerinly was the passion for getting your newsaper in advance of your fellow-creatures; so if you only hired it to get it delivered at our own door at exactly the same time as other man who hired the same copy four piles off; and finally, the invincible determiation on the part of both men not to believe e time was up when the boy called. Ladies nd gentlemen, I have not had an opportunity verifying this experience with my friends the managing committee, but I have no oubt from its reception to-night that my iend the newsman was perfectly right. Vell, as a sort of beacon in a sufficiently dark fe, and as an assurance that among a little ody of workingmen there is a feeling of rotherhood and sympathy-which is worth such to all men, or they would herd with olves-the newsyenders once upon a time tablished the Benevolent and Provident In-

titution, and here it is. Ladies and gentlemen, I have stated the wsman's simple case. I leave it in your ands. Within the last year the institution as had the good fortune to attract the symathy and gain the support of the eminent aan of letters I am proud to call my friend, the new represents the great Republic of merica at the British Court. Also it has prolled upon its list of donors and Viceresidents the great name of Longfellow. I eg to propose to you to drink "Prosperity to ne Newsvenders' Benevolent and Provident astitution." (Cheers.) The toast was duly chored, and followed by the toast of "The adies," proposed by Mr. Charles Dickens, Mr. Edmund Yates proposed the health the Chairman; and then came the toasts the Vice-Presidents and Stewards, and the

—The scientific apparatus of Dartmouth College as just received an addition in the shape of a w induction coil, which is said to be the most owerful instrument of the kind in the United lates. It was built in Boston, at an expense of 700. Though no battery has yet been con-ected with it sufficient to fully bring out its wer, a spark nineteen and a half inches long

A Preacher's Defense of the Drama and the Opera.

The Rev. Robert L. Collier, of Chicago, recently delivered a sermon on the "The Theatre, the Opera, and the Church; er, The Relations of the Church to Popular Amusement." His text was from 1 Corinthians vii, 31-"Use this world as not abusing it." He took the ground that the drams and opera are harmless and proper amusements, for Christians as well as for others. Referring to the fact that the theatre is generally de-nounced by the evangelical sects, he claimed that they did not show why or in what it is sinful. "The American people," he said, "are overworked, and need more amusement." He recognized as universal in the human race the dramatic instinct, and said: -

"The drama is as ancient as the race. Much of the Biblical literature is dramatic. I am not quite sure but that the very first chapters of Genesis are dramatic; I am quite sure that Job is dramatic; that Ruth is; that Esther is dramatic. Shakespeare, the peer-I ss poet of centuries, had no function in the world and no name left to history, had it not been for the dramatic instinct and aptitude. So with Milton. The greatest poets that God has given to the world have been its dramatic poets; and, furthermore, human character has its highest representatives in the drama. I confess that I never saw such power, I never remarked such nature in any Christian pulpit that it was ever my privilege to sit under as in Joseph Jefferson's "Rip Van Winkle." It is nature, not art. No sermon scarcely in the world, except that of Christ, when He stood with the adulterous woman, ever illustrated the power of love to conquer evil and to win the wanderer, as that little piece, so perfectly ren-dered by this genius which God has given to illustrate in the drama the power of love over the sins of the race. I wonder who in the ministerial Union ever saw Jefferson in Rip Van Winkle? Let us give to these friends the advantage of our judgment of their ignorance. Ristori, Rachel, Booth, Murdoch, especially Davenport and Jefferson, are all God's gifts to man. So I say that the legitimate drama is to be endorsed. It is an educator. It is in no wise to be apologized for. And in regard to the opera, I need only, I think, say that, so far as the opera is concerned, any one who objects to it on moral grounds must either be ignorant of it -I think, for the most part, that those who object to the opera are-or there certainly must be a moral weakness in the nature of such objectors. To say that the opera is corrupting is to say the most irrational and foolish thing that the human lips are capable of. Many of our finest minds go to the opera and come away feeling that it was a waste of time; and we who can enjoy it in any wise, be it eyer so little, ought to feel a profound sorrow for such people, because they do not know the infinite delights and joys of which, by their lack of musical culture, they are deprived. But it is their duty to simply say they do not like it. It is a sorry religion that rejects it on the sour grape principle: because they cannot, they won't let anybody else.

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the products in the vicinity of Aiken, especially fruit, cereals, cotton, corn, vegetables, etc., cluding extracts from letters of distinguished visitors, correspondents, action of town councils inviting emigrants, etc., to which is added a descriptive list of property for sale, including improved farms, orchards, vineyards, water power, kaolin deposits, unimproved lands, and town residences. For sale by E. J. C. WOOD, Real Estate Agent, Alken, S. C. The book will be sent by mail on receipt of price, 50 cents. Address J. C. DERBY, Publisher, P. O. Box No. 1439, New York, until 1st of February after that date at Aiken, S. C. 11173m TOHN FARNUM & CO., COMMISSION MER

RAILROAD LINES.

READING RALLROAD—GREAT TRUNK LINE
from Philadelphia to the interior of Pennsylvania, the Schuylkill, Sasquenanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Caradas.

SPRING ARRANGEMENT
Of Passenger Trains, April 18, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all Intermediate stations, and Allentown, Heturning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carrisle, Chamberaburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanen Valley train fer Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquenana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. bersburg, Pinegrove, etc. AFTERNOON EXPRESS.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:50 P. M. for Reading,
Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.
POTTSTOWN ACCOMMODATION.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6-26 A. M., stopping 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. REABING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5-40 A. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 10-20 A. M. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at 9-40 P. M.

rives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10
A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at Harrisburg Accommodation leaves Reading at 7-15 A. K., and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-35 P. M., arriving in Philadelphia at

925 P. M.
Market train, with a passeeger car attached, leaves Philadelphia at 1239 noon, for Reading and all way stations; leaves Potts lie 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-

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

4-26 P. M. CHESTER VALLEY RAILROAD. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown 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 4-00 P. M. trains from Philadelphia, returning from Schwenksville at 8-05 A. M., 12-45 noon, and 4-15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Col-

noon, and 4-15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount 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 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leave New York at 9-00 A. M. and 5-00 P. M.,
passing Reading at 1-45 and 10-05 P. M., and connecting at Harrisburg with Pennsylvania and
Northern Central Railroad Express trains for
Pittsburg, Chicago, Williamsport, Elmira, Baltimore etc.

more, etc.

Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6:36 A. M. and 12:20 noon, passing Reading at 7:23 A. M. and 2:05 P. M., arriving at New York 12:05 noon and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train from New York leaves [Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua 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 Pines and Harrisburg and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 4 00 P. M., and from Tremont at 7.15 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 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, Fhiladelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent.

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

SEASON TICKETS.—For ene, two, three, six, pine, 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 streets.

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

MAILS close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 435 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. points beyond.

BAGGAGE.—Dungan's Express will collect

baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 226 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

WEST CHESTER AND PHILADELPHIA RAIL-W ROAD COMPANY.
On and after MONDAY, April 4, 1879, trains will leave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows:-- FROM PHILADELPHIA. FROM PHILADELPHIA.

645 A.M., for B. C. Junctiou, stops at all stations.

715 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. H.

949 A. M. for West Chester stops at all stations.

11:50 A. M. for B. C. Junction stops at all stations.

11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West ethester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

645 P. M. for West Chester stops at all stations. 11:30 P. M. for West Chester stops at all stations. FOR PHILADELPHIA. FOR PHILADELPHIA.

5-25 A. M. from B. C. Junction stops at all stations.

6-30 A. M. from West Chester stops at all stations.

7-40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett,

Port of page 21 and all stations on the P. & R. C.

Port Deposit, and all stations on the P. & B. C.

R. R. M. from B. C. Junction stops at all stations. 10-00 A. M. from West Chester stops at all stations, 1-05 P. M. from B. C. Junction stops at all stations. 105 P. M. from B. C. Junction stops at all stations.
105 P. M. from West Chester stops at all stations.
455 P. M. from West Chester stops at all stations,
connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C. R. R.
655 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
966 P. M. from B. C. Junction. This train comes running on and after June 1st, 1870, stop

ping at all stations.
ON SUNDAYS, ON SUNDAYS,
8-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2-30 P. M. for West Chester stops at all stations.
7-30 A. 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.
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At 8 and 10 A. M., 12 M., 2, 3.30, and 4.30 P. M. for

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 8:20, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House; 8 A. M. and 2 P. M. for Riverton.
The 11:30 P. M. line leaves from Market Street

Ferry (upper side),

BROW RENSINGTON 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 c P. M. for At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. Tullytown.
At 7 36 and 10 45 A. M., 2 30, 5, and 6 P. M. for Schenck's and Eddington.
At 7 30 and 10 45 A. M., 2 30, 4, 5, and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT. At 7, 9-30, and 11 A. M., 1-20, 4 6-45, and 12 P. M., New York Express Lines, via Jersey City. Fare, At 11:30 P. M., Emigrant Line. Fare, \$2:00. At 7, 9:30, and 11 A. M., 1:20, 4, 6:46, and 12 P. M.

At 7, 9-30, and 11 A. M., 4, 6-45, and 12 P. M. for Bristol. Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg; and Frankford.
The 9-30 A. M., 6-45 and 12 P. M. Lines will run

daily. All others Sundays excepted.
BELVIDERS DELAWARE RAILROAD LINES. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose. Wilkesbarre, 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. Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. from West Philadelphia Depot and 5 P.
M. from Kensington Depot, for Lambertville and

intermediate stations.

CAMBEN AND BURLINGTON COMPANY AND PEMBERTON AND HIGHTS TOWN RAIL-

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FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford. At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-

At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imlaystewn, Sharon, and Hightstown. LINES FROM NEW YORK TO PHILADELPHIA. From foot of Cortland street at 1 and 4 P. M., via

Jersey City and Camden; at 8 50 and 10 A. M., 12:30, 5, 6, and 9 P. M., and at 12 night, Ivia Jersey City and West Philadelphia.

From Pier No. 1, North River, at 6:30 A. M., accommodation, and 2 P. M., express, via Amboy and April 11, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.
TIME TABLE.
On and after THURSDAY, April 21, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 129, 2, 34, 84, 4, 45, 505, 54, 6, 64, 7, 8, 920, 10 05, 11, 12 P. M. 11, 12 P. M.
Leave Germantown 6, 6.65, 7%, 8, 8.20, 9, 10, 10.50,
12 A. M., 1½, 2, 3, 3.50, 4%, 5, 5½, 6, 6½, 7, 8, 9.20,
16, 11 P. M.
The 8.20 down train, and 3% and 5% up trains,
will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4.05, 7, and
10% P. M.

10% P. M. Leave Germantown at 8% A. M., 1, 8, 6, and 9% CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6 8, 10, and 12 A. M., 2, 3%, 5%, 7, 9°20, and 11 P. M.

Leave Chesnut Hill 7°10, 8, 9°40, and 11°40 A. M., 1°40, 3°30, 6°40, 6°49, 9, and 10°40 P. M.

ON SUNDAYS.

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

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

Passengers taking the 6:55, 9, and 10:50 A. M. and 3:50 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOLOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 4, 5½, 6½, 8:06, 10, and 11½, P. M.

Leave Norristown 5½, 6:25, 7, 73½, 8:50, and 11 A. M., 1½, 3, 4½, 6½, 8:06, 10, and 1½, 7, 73½, 8:50, and 11 A. M., 1½, 3, 4½, 6½, 8:30, 9, P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia 9 A. M., 1½, 4, and 7½ P. M.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10, and 11½ P. M.

Leave Manayunk 6, 6:55, 7½, 8:10, 9:20, and 11½

A. M., 2, 8½, 6, 6½, 8½, 8 and 10 P. M.

Leave Philadelphia 9 A. M., 1½, 5½ and 9½ P. M.

Leave Philadelphia 9 A. M., 1½, 5½ and 9½ P. M.

Leave Philadelphia 7½ A. M., 1½, 5½ and 9½ P. M.

Leave Philadelphia 7½ A. M. and 5 P. M.

Leave Philadelphia 7½ A. M. and 5 P. M.

Leave Philadelphia 7½ A. M. and 5 P. M.

Leave Philadelphia 7½ A. M. and 5 P. M.

Leave Philadelphia 7½ A. M. and 5 P. M.

Leave Philadelphia 7½ A. M. and 6 P. M.

The 7½ A. M. train from Norristown will not stop at Mogee's. Potts Landing, Domino, or Schur's Lane. The 6 P. M. train from Philadelphia will stop only at School Lane, Manayunk, and Conshohocken.

Passengers taking the 7, 9:05, and 11 A. M. and Passengers taking the 6-55, 9, and 10-50 A. M. and

Passengers taking the 7, 9.05, and 11 A. M. and 4 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 10 A. M. and 6 P. M. trains from New York connect with the 1.15 and 9.20 P. M. trains from Germantown to Ninth and Green streets. 5 20 W. S. WILSON, General Sup't.

NORTH PENNSYLVANIA RAILROAD, THE SHORT MIDDLE ROUTE TO THE LEHIGHAND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT.

Takes effect November 22, 1869.
Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays exepted), as follows:—
At 8 00 A. M. (Express) for Bethlehem, Allentown,
Mauch Chunk, Hazleton, Williamsport, Wilkesbarre,
Mahanoy City, Pittston, Towanda, Waverley, and in
connection with the ERIE RAILWAY for Buffalo,

connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 1 45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, and Razleton, At 5 00 P. M. fer Bethlehem, Easton, Allentown, and Mauch Chunk. and Mauch Chunk. For Doylestown at 845 A. M., 245 and 445 P. M. For Fort Washington at 730 and 1645 A. M., and

For Fort Washington at 1 to and 10 to 2. and 11 80 P. M.

For Abington at 1 10, 5 20, and S. 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 A. M., 2-15, 4-40, and 8-25 P.M.
From Doylestown at 8-35 A. M., 4-30 and 7-05 P. M.
From Lansdale at 7-30 A. M. From Fort Washington at 9-25, 10-25 A. M., and

P. M.
From Abington at 2-25, 6-45, and 9-20 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7-00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets and Baggage checked three Tickets sold and Baggage checked through at Mann's North Fennsylvants Baggage Express Office, No. 165 S. WIFTH Street.

11 1 ELLIS CLARK, Agent. GREAT SOUTHERN MAIL

ROUTE,
ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBICE,
MACON, RICHMOND, WELDON, WILMINGTON,
CHARLESTON, SAVANNAH, and all principal
points SOUTH and SOUTHWEST. Tickets for sale,
baggage checked through to destination, and all information furnished at formation furnished at

No. 721 CHESNUT Street, Masonic Hali, G. RENTON THOMPSON, Gen. Agent for Philadelphia. RAILROAD LINES

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, MAY 1, 1876.
The trams of the Pennsylvania Central Raifroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty mirutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Depot.
Sleeping-oar tickets can be had on application at the Ticket Office, N. W. corner Ninth and Obesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, Mail Train

Mail Train
Paoli Accommodat'n, 10:30 A. M., 12:50 and 6:50 P. M.
Fast Line and Eric Express
Harrisburg Accommodation
Lancaster Accommodation Lancaster Accommodation 4:10 P. M.
Parkesburg Train 5:30 P. M.
Cincinnati Express 8:00 P. M.
Erie Mail and Pittsburg Express 9:45 P. M.
Way Passenger 11:20 P. M.
Pacific Express 12:08 night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock.

o'clock.

Pacine Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 118 Market street.

Erie Mail Paoli Accommodat'n, 8-20 A. M., 3-50 and 8-25 P. M. Lancaster Train Erie Express Lancaster Train

Erie Express . 12°85 P. M.
Southern Express . 7.00 P. M.
Lock Haven and Elmira Express . 7.00 P. M.
Pacific Express . 2.55 P. M.
Harrisburg Accommodation . 9.50 P. M.
For turther information apply to
JOHN F. VANILEER, Jr., Ticket Agent.
No. 961 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATTS,
4 29 General Superintendent, Altoona, Pa.

DHILAPELPHIA, WILMINGTON, AND BAL-

DHILAFELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, APRIL 4, 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 Baitimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Seaford with Lorchester and Delaware Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 12 M. (Sundays excepted), fer Baltimore and Washington, stopping at Wilming-ton, Perryville, and Havre-de-Grace. Connects at

ton, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

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

Night Express at 11:30 P. M. (Dally), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.00 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.90, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 646 A. M. and 460 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cen-

7-00 A. M. and 4-30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mail; 7-40 A. M., Express; 2-35 P. M., Express; 2-35 P. M., Express; 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, Lingood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3-55 P. M.

Through tickets to all points West, South, and

left West Grove at 3-55 P. M.

Through tickets to all points West, South, 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 purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROA The trains on the Philadelphia and Eric Rail-road run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

MAIL TRAIN leaves Philadelphia 9:35 P. M.

Williamsport 7:40 A. M.

ERIE EXPRESS leaves Philadelphia 11:40 A. M.

Williamsport 9:00 P. M.

Arrives at Erie 10:00 A. M.

ELMIRA MAIL leaves Philadelphia 7:60 A. M.

Williamsport 9:00 P. M.

Williamsport 9:00 P. M.

Williamsport 9:00 P. M. " Williamsport 6:00 P. M arrives at Look Haven 7:20 P. M MAIL TRAIN leaves Erie - 8:40 A.
Williamsport - 9:25 P.
arrives at Philadelphia 6:20 A. ERIE EXPRESS leaves Erie - 4:00 P. M. Williamsport 3:30 A. M. arrivesat Philadelphia 12:46 P. M.

ELMIRA MAIL leaves Leck Haven - 8.00 A. M Williamsport 9 45 A. M arrives at Philadelphia 6 50 P. M BUFFALO EXP. leaves Williamsport 12 25 A. 1 "Harrisburg - 5 20 A. 1 arrives at Philadelphia 9-25 A. M.
Express East connects at Corry, Mail East at
Corry and Irvineton, Espress West at Irvineton,
with trains of Oil Creek and Allegheny River
Railroad.

ALFRED L. TYLER,
General Superintendent.

WEST JERSEY RAILROADS. COMMENCING MONDAY, APRIL 4, 1870. Leave Philadelphia, foot of Market street (upper

Leave Philadelphia, foot of Market street (upper ferry), at 8-00 A. M., Mail for Bridgeton, Salem, Millville, Vineland, Swedesboro, and intermediate stations. 11-45 A. M., Woodbury Accommodation. 2-15 P. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro. 3-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 5-45 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR CAPE MAY. (Saturdays only.)

EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 00 A. M.

Leave Cape May 1·10 P. M.

Freight Train leaves Camden daily at 12 o'clock noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue. Commutation tickets at reduced rates between Philadelphia and all stations. Philadelphia and all stations.

3 16 WM. J. SEWELL, Superintendent.

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

Tun as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-POT PORT DEPOSIT at 7 A. M. and 4 30 P. M.
FOT OXFORD, at 7 A. M., 4 30 P. M. and 7 P. M.
FOT CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2 30 P. M., 4 30 P. M., and

TP. M.
Train leaving Philadelphia at 7 A. M. connects at
Port Deposit with train for Baltimore.
Trains leaving PhBadelphia at 10 A. M. and 4 30 P.
Trains leaving PhBadelphia at 10 A. M. and 4 30 P.
M., leaving Oxford at 6 00 A. M., and leaving Port
M., leaving Oxford at 6 00 A. M., and leaving Port tion with WILMINGTON & READING R. R. 42

AUD FION SALES M. THOMAS & SONS, NOS. 189 AND 16

Extensive Sale at the Auction Rooms.

SUPERIOR HOUSEHOLD FURNITUR. PIANOS, MIRRORS, FIRE PROOF SAFES, FINE CARPETS, ETC., ETC.

On Thursday Morning,

May 5, at 9 o'clock, at the auction rooms, by catalogue, a large assertment of superior household furniture, bedding, china and glassware, refrigerators, stoves, fine carpets, etc. etc. Also, large American Flag. 44x26 feet.

PIANOS.

Also, 2 rosewood piano-fortes, 7-octave, made by McCammon and E. N. Schert.

Also, rosewood piano-forte, 6% octave, made by McGammon and E. N. Schert.

Also, mahogany piano-forte, 6% octave, made by Meyer.

Also, mahogany piano-forte, Mirrors.

FRENCH FLATE MIRRORS.

Also, 9 French-plate mantel and pier mirrors.

Also, 9 French plate mantel and pier mirrors.

Also, 9 French plate mantel and pier mirrors.

Also, large fire-proof safe, made by Farrel & Herring.

Also, large fire-proof safe, made by Evans & Watson—
sold for account of former purchaser.

Also, fire-proof safe.

FINE CHINA AND PLATED WARE.

Also, fine India china dinner set, handsomely painted.

188 pieces.
Also, 3 decorated china dinner and tea sets.
Also, fine plated turren, coffee ura, castor, pitchers, berry dishes, etc., etc.
532t SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.
B. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row).

FINE MODERN OII. PAINTINGS.
In consequence of the avere storm on Friday, the sale of paintings has been postponed until Tuesday and Wednesday Evening a.

May 3 and 4, at 7% o'clock.
The collection contains 125 Paintings, Chromos, Engravings, etc., mounted in fine gold leaf frames, embracing many pretty subjects.
The following Artists are represented:
J. Hamilton, F. D. Lewis, W. Sheridan Young, Dammann, H. C. Bispham, T. Moran, Searby, T. Henry Smith, Krause, G. F. Bensell. W. Anderson, Briscoe.
Sale positive without reserve. New open for examination.

PEREMPTORY SALE. Without reserve,
Mr. CHARLES F HASRLTINE, before sailing fo
Europe on the 14th day of May, will sell, at his Galleries,
No. 125 Chesnut street, on THURSDAY and FRIDAY
EVENINGS, May 5th and 6th, all his
VERY VALUABLE COLLECTION OF OIL PAINT
INGS AND WATER COLORS,
containing specimens by the following artists—
Bouthbonne, Boulwanger, Meyer Von Bremen
Dergoffe, Zamacois, Harbsthoffer,

Trayer. Verheyden, Vertin, deranger, obrichen, Lasalle, Hildebrandt, Brillouin, Boetteher De Block, Camphausen, Sonderman, De Block,
Wittkamp,
Lorsy,
Haselting,
Wilms,
Arniz,
De Vos,
Maris,
Leichert,
O. Erdms Sell, Carl Becker, Jacobsen, Jacobsen, Ramsey,
Arnoux, Canello,
Moran, Diffenbach,
Maurer, Marohn,
Lewis, Crukshank,
Carabain, Jungheim,
Spitzweg, De Brackeleer,
Kehran, Schopin,
Voitz,
Now on exhibition at the Galleries.

BUNTING, DURBOROW & CO., AUCTION-DEERS, Nos. 282 and 284 MARKET Street, Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC BRY GOODS.

May 5, at 10 o'clock, on four months' credit. LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK AND FANCY CANTON MATTINGS, ETC.

On Friday Morning,

May 5, at 11 c'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, Canton mattings, etc.

4 39 54

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, May 9, at 10 o'clock, on four months' credit. 5356 LIPPINCOTT, SON & CO., AUCTIONEERS,

On Wednesday, May 4,

Commencing at 10 o'clock.

LARGE ATTRACTIVE SALE OF FANCY AND STAPLE DRY GOODS, Hoop Skirts, Corsets, Ladies' Under Garments, Gents' Furnishing Goods, Silks, White Goods, Linens, Handkerchiefs, Lace Goods, Millinery Goods, Linens, Handkerchiefs, Lace Goods, Millinery Goods, Eibbons, Flowers, Hosiery, Notions, Silk and Cotton Trimmings, Bindings and Fancy Goods.

BLACK GROS GRAIN SACQUES,
A special offering of Gros Grain Sacques, comprising a superior assortment latest Paris styles, manufactured expressly for first-class city trade.

KID GLOVES

A full line of Paris kid gloves in choice spring colors.

PATENT THEKAD.

To close an estate, 2000 pounds patent thread.

To close an estate, 2000 pounds patent thread. MOSQUITO NETS. 2000 pieces mosquito nets, assorted colors. SUMMER SHIRTS. Also, a full line of gents summer shirts. [523t LADIES' AND CHILDREN'S STRAW HATS.

Also, an invoice of lace points. T. A. MCCLELLAND, AUCTIONEER No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furnture at dwellings.

Public sales of Furniture at the Auction Rooms, No. 1219 CHESNUT Streeet, every Monday and Thursday.

For particulars see Public Ledger.

N. B.—A superior class of Furniture at private sale. MARTIN BROTHERS, AUCTIONEERS.

No. 704 CHESNUT Street, rear entrance from Minor:

Sale at the Auction Rooms, No. 704 Chosnut street. SUPBRIOR WALNUT PARLOR, CHA &BRR, AND DINING-ROOM FURNITURE, FINE CARPETS, HTC. At 10 o'clock, at the Auction Rooms, No. 704 Chesnut street, by catalogue, an assortment for Household Furniture—handsome parlor and chamber suits; fine French-plate mantel and pier mirrers; showcases; walnut side-boards; extension tables; deaks and office furniture; mattresses; beds and bedding; china and glassware; Brussels, ingrain, and Venetian carpets; now settless and Windsor chairs; platform scales, etc.

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 5
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

Peremptory Sale.

500 CASES BOOTS, SHORS, BROGANS, BALMORALS, ETC.
On Thursday Morning,
May 5, commencing at 10 o'clock.
ALSO,

On account of whom it may concern, at 11 o'clock precisely.

14 barrels Cider and Wine Vinegar.

14 barrels Cider and Wine Vinegar.

Also, 100 cases genuice Worcestershire Sauce. [532t] THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom street,

IN LOUISVILLE, KY W. GEORGE ANDERSON.

THOMAS ANDERSON & CO.

(Established 1826).

AUCTIONEERS AND COMMISSION MERCHANTS.

LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales. Consignments solicited for anction or private sales.

Regular auction sales of boots, shoes, and hats every

Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. |3 15 cm RAILROAD LINES.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 925 A. M. and 425 P. M., on PORT DEPOSIT at 925 A. M. and 425 P. M., on arrival of trains from Baltimore.

OXFORD at 6 05 A. M., 10 35 A. M., and 5 30 P. M.
CHADD'S FORD at 7 26 A. M., 12 00 M., 1 30 P. M.,
445 P. M., and 649 P. M.
Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD.

General Superintendent. I HAVE ABANDONED THE OLD method of packing bodies in ice, and having a PATENT CORPSE-PRESERVING CASKET, which is entirely new, and which has proven a perfect success, I desire to call the attention of the public to the same. I guarantee that all bodies will be kept in a dry and perfect state of preservation for an indefinite period 4 20 lm] JOSEPH A. MARKLE, Undertaker,

S. W. corner SEVENTH and BUTTONWOOD Sts EASTON & MCMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIRS 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 premptness and despatch. Canal Boats and
Steam-tugs furnished at the shortest notice.

NEWELL, LANDSCAPE AND GENERAL Business Photographer, No. 724 ARCH Street, has every facility for taking Photographs of Country Seats in or out of the State. Merchants, manufacturers, and importers can have samples of goods photographed in the very best style.