THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, MAY 12, 1870.

The "Birch" in Classical Times. From the London Spectator.

We are aware that the title which we have chosen is, strictly speaking, a misnomer. There was no "birch" in classical times—that is, there was nothing exactly corresponding to the ultima ratio of the modern schoolmaster, though the Greek and Roman instructors of youth had material auxiliaries, wanting neither in variety nor in effectiveness. With a somewhat remarkable inconsistency, the alumni of the great public schools, which ought, more than others, to be conservative of classical usage, have in this important matter, which may be called the one permanent element of education, a modern innovation. The favored bundle of twigs-whether they be those of the apple, as is the use of Winchester, or of the birch, according to the practice of Eton -has no Augustan, or even post-Augustan, authority. The cane, to which, as we learn from the report of the Public School Commissioners, the nice honor of these aristocratic institutions refuses to submit, has what ought to be the prevailing recommendation of bearing the closest resemblance of any available instrument to the ferula of the schoolmaster of antiquity. Not that the cane itself, as we now commonly use the word in this connection-that is, of a slender, solid, and pliable reed-can claim this merit of antiquity. It is doubtful whether it was known to the ancients, and even in more recent times this one of its many utilities seems not to have been discovered. If we look into an English dictionary a hundred years old, we shall probably find the verb "to cane" defined as meaning "to beat with a stick," by "a stick" being intended a "walking-stick," for which article of use or ornament the bamboo cane has always been a favorite material. It is indeed in some variety of the bamboo cane, or anyhow in some plant resembling it in the essential poinc of being hollow, that we must look for what may be generally described as the rod of clas-sical antiquity. The elder Pliny seems to have been thinking of the bamboo itself when he spoke of the narthez or ferula as being produced in hot places, and beyond the seas; but something that bore the same name, and was turned to the same uses, was grown in the islands of the Grecian Archipelago, and even in Southern Italy, as notably in Apulia, where the famous Cannæ took its name from the plant. It may be doubted whether Aristotle does not refer to something different from both of these plants when he discusses the curious question, profoundly interesting without doubt to the schoolboys of antiquity, how it was that the soft wood of the narthez inflicted more pain than was given by those of a harder kind, and suggests as a cause the conjecture that there was a double action, the flesh receiving the stroke, and inflicting another upon itself as it rose to meet the yielding wood. The cane, however, is quite as hard as any other wood; and we may conjecture that possibly some kind of green stalk is spoken of. Besides the hollow ferula, there was also used the solid virga, for which, if it resembled the virga of which the fasces of the lictors were made up, the wood of the betulla or birch tree was employed. and which, therefore, so far corresponded to the modern implement, differing, however, in the important respect of being a single stick, not a bundle of twigs. The virga may claim an antiquity far exceeding that of its rivals, if we may accept the authority of Juvenal, who tells us that it was used by the first recorded schoolmaster, the centanr Chiron, to keep in order such high-spirited pupils as Achilles, to correct their mistakes in singing, and to deter them from laughing at their teacher's tail. A third instrument of punishment was the himas, of which the Latin equivalents were lorum and scutica, and of which Scotland, so far more classical than her southern neighbor, preserves the tradition in the "taws." This was a thong of undressed hide, in the manufacture of which the hardest portions were carefully selected. Horace, indeed, describes the scutica as being a milder alternative than the "horribile flagellum," which indeed it might well be, considering that the flagellum was a sort of "cat-o'-three-tails," each tail being furnished with many formidable knots. But it was, nevertheless, sufficiently effective, Lucian expressly mentioning the "weals" which its infliction was wont to leave upon him in his youth. As to the manner in which the stick or thong was applied to the persons of indolent or refractory youth, the custom of antiquity may be seen preserved in the practice of modern teachers, there being, indeed, no room for change. The hand was the member that most frequently suffered. Thus, in a well-known passage (Sat. i, 15), Juvenal ingenuously confesses that he had sometimes shirked the infliction by withdrawing his hand from the coming blow, and Fulgentius speaks of having had his hands swollen by blows endured in acquiring the rudiments of learning. But the hinder part of the body was then, as now, also liable to punishment. Apuleius describes the spectacle, not unfamiliar in most of our public schools, of "horsing" a victim, when he speaks of the schoolmaster, "altissime sublato puero nates ejus obverberans," and a representation of the process is to be found among the curious pictures of ancient life which have been preserved for us in the frescoes of Pompeii. Any future historian of the "birch" in England will probable connect it with the name of Busby of Westminster, or Keate of Eton. The classical Busby may be found in the Orbilius whom Horace, himself probably a victim in his boyhood, has immortalized by the epithet plagosus, "given to blows," and of whom Suctonius has given us a detailed account. He served as a soldier in his youth, and may be supposed thus to have acquired his notions of severity. After teaching for some time in his native town of Beneventum. he migrated in the fiftieth year of his age to Rome, reaching that city during the consulship of Cicero. There for the next fifty years-for, like Buzby, who completed more than half a century in the Mastership of Westminster, he found the mental and bodily exercise of his profession agree with him-he taught the youth of the Roman "Upper Ten Thousand," stimulating their genius, as one of his admirers expressly records, both with the cane and with the The Beneventines preserved the "taws." memory of their distinguished citizen by a marble statue. His name seems to have become a generic appellation for pitiless schoolmasters, St. Jerome telling us how he had "been dragged a captive from the lap of his grandmother to a savage Orbilins." The general opinion of antiquity seems to have been favorable, as, indeed, opinion probably still remains, to the infliction of this kind of punishment. One enthusiastic advocate of the rod, as we may judge him to have been from his language, in a Scholium on Eur. Orest, 1481, goes so far as to derive the word narthez from nearous thegein, that is, "to whet, or sharpen the young." But there was also a considerable body of sentiment that was opposed to the practice. Quintilian, though he acknowledges that it was an established practice (receptum), and could plead

no less an authority than that of Chrysippus, expresses a strong disapproval, which he bases to no small extent upon the argument of decency. Plutarch thinks the punishment appropriate to slaves rather than freemen; believes that blows will only disgust the learner with his work, and is inclined to put more confidence in the use of censure and praise. Seneca is equally decided in his opinion. He is indignant with the teacher who butchers (excarnificabit) his pupils, if their memory should fail them, or if their eye from want of onickness should besitate in reading-a venial fault this latter, one would think, when one remembers what the ancient school-books must have been, written as they were in uncial letters without break or punctuation of any kind, and grimed doubtless from the long use which was the result of their durability as well as of their costliness. It is remarkable that we nowhere find a hint of the distinction which is now generally accepted and acted upon between defects of knowledge and offenses against discipline or morals.

The Last Supper, by Leonardo Da Vinci.

The great workers of the Middle Ages were not merely the engineers of new lines of thought; they were also the brawny navigators who, with their own hands, hewd and dug. Leonardo da Vinci seems to have shared the versatility of these men. He was not only accomplished in all knightly exercises, although merely the son of a Florentine notary, but he was also an architect, sculptor. musician, improvisatore, painter and poet. He was an engineer, with bold schemes for a canal between Florence and Pisa; he wrote on anatomy, mathematics, perspective, and mechanics; he was great in designs for fortifications; he invented machines to facilitate swimming. Leonardo was peculiarly unfortunate, for his greatest work almost immediately began to perish, and the Gascon crossbowmen in the French invasion made a target of the model of his great statue to the first Sforza. Leonardo's greatest work, "The Last Supper," was painted for the end wall of the refectory of the Dominican convent of Santa Maria della Grazie at Milan, painted before 1499. From the beginning all went wrong with this picture, that seemed projected under evil stars, The convent was damp and ill-built, the wall dangerously placed between the kitchen and the refectory. In 1500 an inundation laid the chamber under water fer some time; and one who saw the picture in 1642 spoke of it as a thing of the past. In 1652 a door was broken through under the figure of Our Saviour, which destroyed the feet. In 1726 a miserable bungler, as conceited as he was imbecile, painted it all over. In 1770 a fool named Mazza retouched all but three heads. This was the man Barry found at work, to his horror and indignation. Before this, the unhappy picture had been whitewashed. In 1796 Napoleon gave express orders to respect the sacred room; but later generals turned it into a stable and hay depot. Luckily the great man's sketches for these pictures are still extant; the head of the Saviour is in the Gallery at Milan, on a soiled and creased bit of paper. Ten studies for heads of the Apostles are preserved at the Hague, and three more are in England. Of this great picture of the Last Supper there are several anecdotes extant. The Prior, it is said, complained to the Pope of Leonardo's delay in completing the work, especially the heads of Our Saviour and of Judas. The painter, summoned to account for his tardiness, replied that he despaired of attaining his ideal of the tender beauty and dignity of our Saviour's face, but that the malice and greediness of Judas he could take from the Prior; which indeed he is said to have done. Da Vinci in this picture has invested the Saviour's face with the blended attributes of divinity and humanity. The serene majesty of Deity is softened by a compassionate forgiveness, in which love and sorrow are united. An English traveller, who saw the picture not long before Barry's visit, mentions the peculiarity that on one of St. John's hands there are six fingers (the sketch of a finger, afterwards intended to be altered. was probably left by mistake unobliterated). With such great gifts as he possessed, we wonder why Leonardo did not leave behind him more pictures; we think the true reason of this was that the painter was too versatile, and aimed at too much; he seems to have been a reviser and projector, and to have spent too much time in planning and dreaming. Perhaps the sarcastic Pontiff struck the true mark when Leonardo began his work at Rome by spending months in preparing varnishes and boiling oils. "This man," he said, "will never do anything, for he prepares for the end before he has even made a commencement." Michael Angelo, of whom Leonardo was jealous, gave the Florentines works, the rabble used to say, while his rival gave them only words. Indeed, no man of such great fame has left so few pictures behind him.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER S P. M., SUNDAY, MAY 1, 1870. The trains of the Pennsylvania Central Kaliroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Marhat street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the

Wainut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut 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, will receive attention.

will receive attention. TRAINS LEAVE DEPOT, VIZ.:-Mail Train Paoli Accommodat'n, 10'30 A. M., 12'50 and 0'50 P. M. Fast Line and Eric Express Harrisburg Accommodation Lancaster Accommodation 5'30 P. M. 5'30 P. M. 5.30 P. M. 8.00 P. M. 9.45 P. M. 11.20 P. M. 12.0*night. Parcesoury fram 5-30 P. M. Cincinnati Express 9-45 P. M. Way Passenger 11-20 P. M. Pacific Express 12:00 might. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 8 oblock

o'clock. Pacific Express leaves daily. Cincinnati Ex-press daily, except Saturday. All other trains daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M., at No. 116 Market street. TRAINS ARRIVE AT DEPOT, VIZ.:-

| 0 | TRAINS ARRIVE | S AT | DH | POT. | VIZ. | | | |
|---|-------------------------|-------|------|--------|-------|--------|----|---|
| 8 | Cincinnati Express | | | | | 3 10 | Α. | M |
| | Philadelphia Express | | • | | | 6.30 | Α. | M |
| | Erie Mafi | | 1.4 | | | 6 80 | A. | M |
| 8 | Paoli Accommodat'n, 8 | 20 A | . M | ., 8.5 | 0 and | 1 8-95 | Ρ. | M |
| ; | Parkesburg Train . | | | | | 9.00 | | |
| | Fast Line, Buffalo Expi | 1055 | • | | | 9.85 | A. | M |
| | Lancaster Train . | | 1.14 | | 1.4 | 12 55 | P. | M |
| 8 | Erie Express | • | | | 14 | 12.05 | Ρ. | M |
| e | Southern Express . | | | 1.11 | 1.00 | 7.00 | P. | M |
| 1 | Lock Haven and Eimir | a Ex | pre | 88 | | 7.00 | Р. | M |
| | Facific Express | 1.00 | | | | 2.55 | Ρ. | M |
| - | Harrisburg Accommod | | | | | 9.20 | Р. | M |
| | For further informat | ion a | ppl | y to | | | | |

For further information apply to JOHN F. VANLEER, J.R., 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 Hun-Assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATTS, 429 General Superintendent, Altoona, Pa.

PHILAPELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, APRIL 4, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Washington avenue, as follows:-

and Washington avenue, as follows:--Way Mail Train at 8:30 A. M. (Sundays excepted), for Bailimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at salisbury with Wicomico and Pocomoke Rail-road.

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

willington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baulmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Willington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Sten.mer's Run.

and Stemmer's Run. Night Express at 11'80 P. M. (Paily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Foriress 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 11.90 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Dela-

RAILROAD LINES.

R EADING CALLROAD- GREAT TRUNK LINE trom Philadelphis to the interior of Penn-sylvanis, the Schuylkill, Susquenanna, Cumber-land, and Wyoming Valleys, the North, North-west, and the Caradas. SPRING ARRANGEMENT Of Passenger Trains, April 18, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphis, at the following houre:-

MORNING ACCOMMODATION. At. 7-30 A. M. for Reading and all intermediate sistions, and Allentown. Returning, leaves Read-ing at 6-36 P. M.; arrives in Philadelphia at 9-26 P.M. MORNING EXPRESS. At 8-16 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaque, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falls, Buf-falo, Wilkesbarre, Pittston, York, Carilele, Cham-bersburg, Hagerstown, etc. The 7-30 A. M. train connects at READING with East Pennsylvania Rallroad trains for Allentown.

The 7-30 A. M. train connects at READING with East Penneylvania Rallroad trains for Allentown, etc., anothe 8-15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Reilroad trains for William-port, Lock Haven, Elmira; etc.; at HARKISBURG with Northern Jenural, Cumber-land Valley and Schuylkill and Susquenana trains for Northumberland, Williamsport, York, Cham-heraburg, Pinegrova, etc.

bersburg, Pinegrove, etc. AFTERNOON EXPRESS.

AFTERNOON EXPRESS. Leaves Philadelphia at 33) P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Read ing and Columbia Railroad trains for Columbia, etc. POTTSTOWN AUCOMMODATION. Leaves Fottatown at 6-25 A. M., stopping at in-termediate stations; arrives in chiladelphia at 8-40

A. M. Returning, leaves rhiladelphia at 400 P. M.; arrives in Pottstown at 615 P. M. REALING AND POTTSVILLE ACCOMMODA-

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

940 P. M. Trains for Philadelphia leave Harrisburg at 810 A. M., and Pottsville at 9 A. M., arriving in Phila-delphia at 1 P. M. Afternoon trains leave Harris-burg at 250 P. M., and Pottsville at 246 P. M., ar-riving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 410 P. M. Connect-ing at Reading with Afternoon Accommodation south at 636 P. M., arriving in Philadelphia at 925 P. M. 9 40 P. M.

Found at 0.35 F. M., arriving in Philadelphia at 9:55 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excented.

Cepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3'15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4'25 P. M. 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 Philadeiphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:16 P. M. PERKIOMEN RAILROAD. Passengers for Schwenksville take 7:30 A. M., 12:30, and 4:00 P. M. trains from Philakelphia, re-turning from Schwenksville at 8:06 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connects with trains at Colin Perklomen Valley connect with trains at Col-

legeville and Schwenksville. COLEBROOK DALE 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

from Philadeiphia, returning from Mt. Pleasant at 7-00 and 11 00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9-00 A. M. and 5 00 P. M., passing Reading at 1-45 and 10-05 P M., and con-necting at Harrisburg with Pennsylvania and Northern Central Kailroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more. etc. Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 535 A. M. and 11 25 A. M., passing Reading at 7-23 A. M. and 1:25 A. M., arriving at New York 12:05 noon fand 6:00 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 2:50 P. M. Mail train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 1:40 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-KOAD. Trains leave Auburn at 8:55 A. M. for Pinegrove, and Harrisburg and at 12:10 noon for Pinegrove,

AUOTION SALES.

LATTINCOTT, SON & CO., AUCTIONER A.

On Monday, May 18, LARGE SPECIAL SALE OF 1000 OASES BOOTS AND SHOES 200 CASES MEN'S AND BOYS' STRAW HATS. 51231

N LOUISVILLE, KY

w. GEORGE ANDERSON. H. C. STUGEY. THOMAS ANDERSON & CO. (Established 1225). AUCTIONEERS AND COMMISSION MERCHANTS. LOUISVILLE, KY. Business strictly Commission. All suction sales exclu-sively for cash.

sively for cash. Consignments solicited for anotion or private sales. Regular auction sales of boots, shoes, and bats every

Thursday. Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday 13 19 Sm

RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from rhiladelphia to New York and Way Places. FROM WALNUT STREET WHARP.

Fare At 6 30 A. M., via Camden and Amboy Accom. 42-20

At 8 and 10 A. M., 12 M., 2, 8.30, and 5 P. M. for Trenton.

Trenton. At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco. and Riverton. At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton,

at 6'30 and 10 A. M., 12 M., 5, 6, 7, and 11'30 P. M. for Fish House. The 11-30 P. M. line leaves from Market Street

Ferry (upper side). BEOM KENSINGTON DEPOT. At 7-30 A. M., 2-30, 3-30, 5, and 6 P. M. for Trenton and Bristol, and at 10.45 A. M. and 4 P. M. for Bristol At 7.30 A. M., 2.30, 5, and 6 F. M. for Morrisville

At 7-30 A. M., 2'30, 5, and 6 P. M. for Morrisville and Tullytown. At 7-30 and 10'45 A. M., 2'30, 4, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 1, 5'15, and 7'30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction. At 7 and 10'45 A. M., 1, 2'30, 4, 5 15, 6, and 7'30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford Frankford

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Hallroad. At 7, 9:30, and 11 A. M., 1:20, 2 40, 6:45, and 12 P. d., New York Express Lines, via Jersey City. M., New 1 Fare, \$3.25.

At 11 30 P. M., Emigrant Line. Fare, \$2.00. At 17, 9.80, and 11 A. M., 1.20, 2.45, 6.45, and 12 P. M. for Trenton.

At 7, 9-30, and 11 A. M., 6-45 and 12 P. M. for Bristol.

Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenek's. Eddington, Cornwells, Torresdale, Holmesburg, Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted. BELVIDERE DELAWARE RAL ROAD LINES.

BELVIDERE DELAWARE RALROAD LINES. FROM KENSINGTON DEFOT. At 7'80 A. M. for Niggara Falls, Buffalo, Dun-kirk, Emira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc. At 7 30 A. M. and 3'30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3'30 P. M. Line connects direct with the train leaving Easton for Nauch Churk, Allentown, Bethlehem, etc. Mauch Chunk, Allentown, Bethlehem. etc.

At 5 P. M. from Kensington Depot, for Lambertville and intermediate stations. CAMLEN AND BURLINGTON COMPANY AND PEMBERTON AND HIGHTSTOWN RAIL-ROEDS.

ture, Etc. On Friday Morning, At 9 o'clock, at the anction store, No. 1119 Chesnut street, will be sold the following.—Elegant suits for parior and library, in latest styles, covered with maroon, green and garnet plash, green and crimson rops, hair-cloth, etc., with tables to match; chamber suits of newest styles, with variobes to match; ining-room furniture in osk and walnut, with sideboards to natch. Also, carpets, mirrors, china ware, cottage suits, chairs of various kinds, silver plated ware, engravings, second-hand furniture, stoves, kitchen furniture, etc. etc. 511 at ROADS. 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 Pemterton. SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. B. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Bow).

Pemierton. At 7 and 10 A. M., 1 and 3-30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-

STILL ANOTHER GREAT SALE OF BARLOW'S SUPERIOR AND WARRANTED FURNITURE. On Friday Morning. May 13, at 10 o'clock, will be sold at public sale, an ele-gant stock of superior cabinet furniture, consisting in part of walnut parlor and chamber sets, hat racks, wardrobes, extension tables, diming-room furniture, mattresses, mir-rors, etc., all made in a superior manner and warranted in writing. Store open day and evening till sale for examination of Catalogues ready on Thursday afternoon. [5 11 9t.

AUO TION SALES,"

THOMAS & SONS, NOS. 189 AND 16 S. FOURTH STREET.

MI. S. FOURTH STREET.
Sale in Camden, N. J., No. 315 Friends' avenue, between Second and Third, and above Copper street.
HANDOME FURNITURE, MANTEL MIROR, Right Brussels and Other Carpets, etc.
The Cot Grassware, Handsome Chandeliers, Fins English Brussels and Other Carpets, etc.
May 13, at 10 o'clock, by estalegue, the entire bandsome marks of the frame print walnut parter for furniture, comprising suit walnut etagers, brocedilla markle tops; reserved pitch harrelot, large walnut etagers, brocedilla markle tops; reserved pitch harrelot, large walnut etagers, brocedilla markle tops; reserved pitch frame, and spring markle tops; the parter framework and statueties; cak sideboard, marble top; the plated ware; rich cut and spring mattresses; walnut horary table, brocedilla markle tops; contage chamber furniture, air suit carred sa'in wood chamber furniture, table, brocedilla markle tops; contage chamber furniture, sind cottage chamber furniture, walnut hbrary table, and spring mattresses; walnut horary table, brocedilers and gas fitures; cooking, etc.
Mey 13, at 0 elegant carred ciled walnut servers fitter top and elegant carred ciled walnut servers fitter

ORPHANS' COURT SALE, ON THE PREMISES, MANAYUNK, On Saturday, May 14, at 12 o'clock, soon, Estate of Nixon M.nors will be sold on the promises, at Manayunk. Lot N. E. corner Gay and Cresson streets. Lot on Cresson street. 4 Lots on Gay street. Full particulars in handbills. 5 10 5t

BUNTING, DURBOROW & CO., AUCTIOM-EERS, Nos. 350 and 254 MARKET Street, corner at Bank street. Successors to John B. Myers & Co.

IMFORTANT AND SPECIAL SALE OF GERMAN COTTON HOSIERY, TRAVELLING SHIETS SUS-PENDERS, GARFERS, GENTS' FURNISHING GOODS, ETC.

GOODS, ETC. On Friday Morning, May 13, at 10 o'clock, on four months' credit, em oracing GERMAN COTTON HOSIERY

Full line ladies' white, brown, and mixed hose. Full line gents' white, brown, and mixed half ho Full line children's white, brown, and mixed h half hose.

Also, by order of NEW YORK SUSPENDER AND WEB COMPANY

3000 dozen suspenders, all styles and grades. [5 10 3t 1000 gross ladies' garters, all styles and grades.

LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK AND FANOY CANTON MATTINGS, ETC. May 13, at 11 o'clock on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, Canton mattings, etc. 594t

LARGE, SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, May 16, at 10 o'clock, on four months' credit. 5 10 5t

SPECIAL SALE OF 800 CARTONS RICH BONNET AND SASH RIBBONS. Included in sale of MONDAY NEXT, a full assortment of Paris bonnet and sash ribbons of the importation of Messrs. Solelias Freres, by order of Messrs. Kutter, Luckeneyer & Co. Also, a full line from another leading importer, com-prising an unusually attractive assortment. 512 34

SALE OF 2000 CASES BOOTS, SHOES, HATS, ETO On Tuesday Morning, May 17, at 10 o'clock, on four months' credit. 511 5t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 OHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street. HANDSOME WALNUT PARLOR, LIBRARY, Cramber and Dining-room Furniture; Fine Volvet, Brussels, and Ingrain Carpets; Walnut Parlor Organ, Rocewood Meiodeon, Three Rosewood Piano Fortes, Large and Smail Mantel and Pier Glasses; Suits of Cottage Chamber Furniture, Bookcases, Wardrobes, Sideboards, Office Library Tables, Spring and Hair Mattreeses, Feather Beds, Bolsters and Pillows, Chan-deliers, Paintings and Engravings, Kitchen Furni-ture, Etc.

ture, Etc.

RAILROAD LINES.

THE PHILADELPHIA AND BALTIMORE CEN-

TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:

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

gton avenue-For PORT DEPOSIT at 7 A. M. and 430 P. For OXFORD, at 7 A. M., 430 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 230 P. M., 430 P. M., and

Train leaving Philadelphia at 7 A. M. connects a Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 430 P. M., leaving Oxford at 6 65 A. M., and leaving Port Deposit at 925 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. R. 42

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9:25 A. M. and 4:25 P. M., on

arrival of trains from Baltimore. OXFORD at 605 A. M., 10:35 A. M., and 5:30 P. M.

OXFORD at 6'05 A. M., 10'35 A. M., and 5'30 P. M., CHADD'S FORD at 7'36 A. M., 12'00 M., 1'30 P. M., 4'45 P. M., and 6'49 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD, General Superintendent

General Superintendent, 42

GREAT SOUTHERN MAIL

ONLY ALL RAIL LINE TO ONLY ALL RAIL LINE TO NEW ORLEANS, MEMPHIS, NASHVILLE, AT-IANTA, AUGUSTA, MONTGOMERY, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON CHARLESTON, SAVANNAH, and all principal points SOUTH and SOUTHWEST. Tickets for sale, aggage checked through to destination, and all information furnished at

No. 721 CHESNUT Street, Masonic Hali, G. RENTON THOMPSON,

Gen. Agent for Philadelphia. Corn Exchange Bag Manufactory

JOHN T. BAILEY. N. E. Cor. WATER and MARKET Sts

111

ROPE AND TWINE, BAGS and BAGGING, for Grain Flour, Salt, Super Phosphate of Lime, Bone Dust, Etc., Large and small GUNNY BAGS constantly on hand. 25 Also, WOOL SACKS.

J UMBRELLAS_CHEAPEST IN THE CITY! DIXON'S, No. 21 S. EIGHTH Street. 10 Is mthi

a Railroad for Harrington and intermodity stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. train from Wilmington runs Dally; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the

700 A. M. and 4 30 P. M. trains for Baltimore Cenand Canadas. Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation ral Railroad. From Baltimore to Philadelphia.-Leave Balti-

more 7.26 A. M., Way Mail; 7.40 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express, SUNDAY THAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-

Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. On Sundays, leave Philadelphia for West Grove and Intermediate stations at 8 00 A. M.; returning, leit West Grove at 2:55 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 323 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. Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superinterdent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms. and firms. MILLAGE TICKETS .- Good for 2000 miles, be-tween all points, at \$47.00 each, for families and firms. SEASON TICKETS.—For ene, two, three, six. pine, or twelve months, for holders only, to all points, at reduced rates. CLEEGYMEN residing on the line of the road

NORTH PENNSYLVANIA RAILROAD.-THE WYOMING VALLEYS, NORTHERN PENNSYLVA. NIA, SOUTHERN AND INTERIOR NEW YORK, BUF FALO. ROCHESTER, NIAGARA FALIS, THE GREAT LAKES, AND THE DOMINION OF CANADA. CANADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869. Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays ex-

"epted), as follows:-At 800 A. M. (Express) for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, Wilkesbarre Mahanoy City, Plitston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo

connection with the ERIE RAILWAY for Buffalo, Niagara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 945 A. M. (Express) for Bethlehem, Kaston, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroads, New Jersey Central and Morris and Resex Railroads. At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston and Hazieton. At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

and Mauch Chunk. For Doylestown at 845 A. M., 245 and 415 P. M. For Fort Washington at 7 S0 and 1045 A. M., and

For Abington at 1:15, 5:30, and 8, P. M. For Abington at 1:26, 5:30, and 8, P. M. For Lansdale at 6:30 P. M. Firth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2'10, 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, 10'35 A. M., and 8'10 P. M.

B'10 P. M.
From Abington at 9:35, 6:45, and 9:20 P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 9 P. M.
Doylestown for Philadelphia at 7:00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at Mann's North Penmsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
11 ELLIS CLARK, Agent.

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., Mall for Bridgeton, Salem, Millyttle, Yineland, Swedesboro, and intermediate stations. 11:45 A.M., Woodbury Accommodation. 8:15 P. M., Mail for Cape May, Millytlle, Vine-land, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 5:46 P. M., Accommodation. Woodbury, Glass-boro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR OAPE 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. 316 WM. J. SEWELL, Superintendent.

TO JEWELLERS. - MISS B. BREINEING STRUNG PEARL AND CORAL JEWELRY AL TERED AND BACFAIRED, No. 922 CHEENUT Street. \$3 Strp

will be furnished with carus entitling themselves and wives to tickets at hali fare. EXCURSION TICKETS from Philadelphia to

all places on the road and its branches at 5 A. M., ard for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia datiy at 4.85 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading,

Lebanon, Harrisburg, Pottsville, Port Ulinton, and

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

WEST CHESTER AND PHILADELPHIA RAIL-

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

FROM PHILADELPHIA.

FROM PHILADELPHIA. 645 A.M., for B. C. Junction, stops at all stations. 745 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R. 940 A. M. for West Chester stops at all stations. 11:50 A. M. for B. C. Junction stops at all stations. 2:30 P. M. for West chester stops at all stations.

on SUNDAYS,
S'05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2'20 P. M. for West Chester stops at all stations.
7'80 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.
W. C. WHEELER Sup'L. S

ONE DOLLAR GOODS FOR 95 CENTS,

4:15 P. M. for B. C. Junction stops at all stations. 4:45 P. M. for West Chester stops at all stations w

collect

BAGGAGE.-Dungan's Express will

HILL Streets.

NUT, as follows :-

nerstown. At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Im-Trains leave Auburn at 8:55 A. M. for Pinegrove, and Harrisburg and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg 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 the principal points in the North and West

laystewn, Sharon, and Hightstown. May 9, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-KISTOWN RAILROAD. TIME TABLE. On and after THURSDAY, April 21, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 120, 2, 34, 33, 4, 4%, 505, 5%, 6, 6%, 7, 8, 920, 10 05, 11, 12 P. M.

11, 12 P. M. Leave Germantown 6, 655, 7½, 8, 820, 9, 10, 1050, 12 A. M., 1½, 2, 3, 360, 4½, 5, 5½, 6, 6½, 7, 8, 920, 10, 11 P. M. The 820 down train, and 3½ and 5½ up trains, 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

will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2, 406, 7, and

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

P. M.

P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 8%, 5%, 7, 9°20, and 11 P. M Leave Chessut Hill 7°10, 8, 9°40, and 11°40 A. M.,

140, 3 30, 6 40, 6 40, 9, and 10 40 P. M. ON SUNDAYS. Leave Philadelphia at 9/4 A. M., 2 and 7 P. M. Leave Obesnut Hill at 7 60 A. M., 12 40, 5 40, and 9.25 P. M.

The premises No. 1109 MARKET Street, now occupied by Mesars, F. G. & V. J. Frasor as a Furniture Ware-room, will be rented to a responsible party, and the good will of the present business for sale. Apply at the office of E. SCOTT, JR., 54 No. 1117 CHESNUT Street. 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 CONSHOHOCKEN AND NORRISTOWN.

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

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 i hiladelphia Post Office for

Intersection Station. FOR CONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 8, 4½, 4, 6½, 6½, 8°06, 10, and 11½ P. M. Leave Norristown 5½, 6°25, 7, 7½, 8°50, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½, P. M. ON SUNDAYS. Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M. Leave Norristown 7 A. M., 1, 5½, and 9 P. M. FOR MANAYUNK. Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5, 6½, 6½, 8°05, 10, and 11½ P. M. I cave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5, 6½, 6½, 8°05, 10, and 11½ P. M. I cave Manayunk 6, 6°56, 7½, 8 10, 920, and 11½ A. M., 2, 3½, 5, 6½, 8%, and 10 P. M. 1 cave Philadelphia 9 A. M., 2½, 4, and 7½ P. M. Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M. Leave Manayunk 7½ A. M., 1½, 6¼ and 9½ P. M. PL⁵ MOUTH RAILRUAD. Leave Philadelphia 7½ A. M. and 4½ P. M. Leave Flymouth 6% A. M. and 4½ P. M. Leave Flymouth 6% A. M. and 4½ P. M. Stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. trein from Philadelphia will stop only at School Lane, Manayunk, and Consho-hocken. Passengers taking the 7, 9°66, and 11 A. M. and

hocken. Passengers taking the 7, 965, and 11 A. M. and 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. W. S. WILSON, General Sup't.

DHILADELPHIA AND ERIE RAILBOAD

The trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:-

 a D. M. for West Chester stops at an 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.
 b So P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations. WESTWARD. MAIL TRAIN leaves Philadelphia 9-35 P. M. 7-40 A. M. williamsport -

arrives at Erie - 8 20 P. M ERIE EXPRESS leaves Philadelphia 11 40 A. M.

" Williamsport - 900 P. M. arrives at Eric - 1000 A. M. ELMIRA MAIL leaves Philacelphia - 756 A. M. " Williamsport 600 P. M. arrives at Lock Haven 720 P. M.

stations.
6455 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5:25 A. M. from West Chester 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), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. E. MAIL TRAIN leaves Erio . . . 8 40 A. M. Williamsport . 925 P. M. arrives as Philadelphia

6-20 A. M. 4.00 P. M. ERIE EXPRESS leaves Erie - 400 P. M. Williamsport 3:30 A. M. arrives at Philadelphia 12 46 P. M.

Port Deposit, and an stations on the P. & B. C.
R. R.
8-16 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
10:5 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
1:55 P. M. from B. C. Junction. This train commences running on and after June 1st, 1570, stopping at all stations.
1:55 P. M. for West Chester stops at all stations, constrained and stations.

arrives at Philadelphia 12 45 P. M.
 ELM IRA MAIL leaves Lock Haves - 800 A. M.
 " " Williamsport 5 45 A. M.
 " arrives at Philadelphia 6 50 P. M.
 BUFFALO EXP. leaves Williamsport 12 25 A. M.
 " " Harrisburg - 5 23 A. M.
 " " Harrisburg - 5 23 A. M.
 " arrives at Philadelphia 9 25 A. M.
 " " arrives at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Creek and Allegheny River Railroad. ALF RED L. TY LER, General Superintendent.

General Superintendent.

STEAMBOAT LINES.

FOR CHESTER, HOOR, ARE WILMINGTON The steamer S. M. FEL. TON leaves CHESAUT STICKET WHARP at 10 A, M. and 350 P. M. Isaves WILMINGTON at 670 A. M and 1950 P. M. Fare to Wilmington 15 cents Facursion Tickots, 25 cents, Chester or Hook 10 cents; Facursion Tickots, 15 cents, 65 im FOR CHESTER, HOOK, AND

Catalogues ready on Thursday afternoon. [5 11 2t GEORGE H. BEOHTEL'S SPECIAL SALE OF SUPERIOR TRIPLE PLATED SILVERWARE, On first quality of German silvor metal, comprising urns, tea sets, salvers, large and small; castors, etc. A full line of first-class triple-plated ware, on white metal, embracing some newest styles of finest goods ever made in this branch of art. All to be sold, without any reservation, at the Art Gal-lery of B. SCOTT, Jr., No. 1117 Ohesnut street, On Monday Morning, May 16, at 10 o'clock. The goods will be on exhibition all day Saturday, the 14th, in the Art Gallery Rooms, second floor. 512 3t

Sale at No. 1309 Ubesnut street, On Wednesday Morning, May 18. at 10 o'clock, at the warerooms of M. Deginther, No. 1309 Chesnut street, will be sold at public sale, the entire stock of hand-made furniture, to close the business. The sale is peremptory, and the stock will positively be rold without the least reserve, as Mr. Deginther is retir-ing, and takes this method to dispose of the balance of his large stock. Catalogues ready Monday A. M., and can be the

large stock. Catalogues ready Monday A. M., and can be had on ap-plication at the wareroems of Mr. Deginther, or at the office of the auctioneer, B. SCOTT, Jr., No. 1117 Chee-nut street. 512 5t

MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.) No. 704 OHESNUT Street, rear entrance from Mingr.

PFREMPTORY SALE TO THE TRADE. BLANKWORK AND STATIONERY. On Friday Morning. May 13, at 10 o'clock, at the auction rooms, No. 704 Ches-nut street, an eitensive assortmont of Blankwork and Stationery of every description—Fine writing and wrapping popers, gold and steel pens, fine cutlery, fancy geods, photegraph albums, fine letter, foolse p. note, and billet papers; first class blank-books, full and half-bound, pencils, etc. 575t

Sale at No. 2040 Arch street. VERY SUPERIOR WALNUT HOUSEHOLD FURNI-TURE, Fine Brussels and Other Carpets, Fine Spring and Hair Mattreeses, Oil Cloths, etc. On Thursday Morning, May 19, at 10 o'clock, at No. 2440 Arch street, by cata-lo, ue, the entire Household Furniture, etc. 510 St.

IMPORTANT SALE OF FINE FURNITURE AND UPHOLSTERY. Preparatory to putting up a new front and otherwise

improving his store, Mr. JOHN M. GARDNER, No. 1816 Chesnut street, will (in order to make room for these improvements) OFFER AT PUBLIC SALE, On Monday Morning, May 23, at 10 o'clock, at his Warcrooms, a selection of the

May 23, at 10 o'clock, at his Warerooms, a selection of the FINEST CABINET FUENITURE & UPHOLSTERY ever offered at auction in this city. The styles are the newost and choicest. The quality and finish cannot be excelled. To verify these facts it is only necessary for parties in-tending to purchase to call and examine the Stock. THE ASSORTMENT embraces drawing room and parlor suits, with coverings of the richest brocatelles, satins, astin damaks, planhes, silks, and terries; a variety of the most elaborate cham-ber, dining-room, library, and hall suites. MOPPORTUNITY presents itself in this sale to those desirous of purchas-ing the AT AUOTION PRIOES which may never occur again. The furniture will be ready for examination two days revious to sale, with catalogues.

T. A. MCCLELLAND, AUCTIONEER

NO. 1219 CHESNUT STREET.

For particulars see Fublic Ledger. N. B.-A superior class of Furniture at private sale.

REAL ESTATE AT PUBLIC SALE.

BEAL ESTATE AT PUBLIC SALE. On Saturday Morning. May 14, at 13 o'clock noon, will be sold, at the Philade', phil Exchange, all that modern new three-story brick may state on the east side of Xineteenth street, south a base of the saturd of the street south a base of the street south a street south a street south a base of the street south a street s

BY BARRITT & CO., AUCTIONEERS OASH AUCTION HOUSE, II 34 5 No. 500 MARKET Street, corner of Bank street. Oash advanced on consignments without extra charge.