Miss Catharine Beecher on Fe-male Suffrage,

At the session of the American Woman Suffrage Association in New York city re-cently, Miss Catharine Beecher was present and offered a paper embodying her views in opposition to the woman suffrage movement. Her voice not being strong enough to be Her voice not being strong enough to be heard in the large hall, the paper was read by Mr. Blackwell. In the first place, Miss Beecher stated the things that she did not object to for women. She did not object to their speaking in public, nor to their preaching, nor to their earning their own independence in any largest calling, nor was she as ence in any lawful calling, nor was she opposed to their ruling as governesses in schools. Her objection to the woman's suffrage movement was that it was a wrong method applied to a right object. The object is to relieve suffering-the method is to enforce by law that which ought to be won by love. It was the fault of women themselves if they did not get their wrongs righted, for men were always willing to concede whatever women asked. Let women ask their brothers and fathers and husbands, and they would give them all that the ballot could give. Secondly, she objected to the movement because it would be a measure of oppression and injustice

to the women who oppose it.

Mrs. H. M. T. Cutler replied at considerable length, her principal point being that the suffrage was a right which belonged to women, and they did not propose to go peti-tioning for what belonged to them of right. Miss Beecher said that in the family they

had a power which they had not used. She had been among most of the religious de-nominations in this city, including the Jews In talking to a Jewish rabbi, he spoke of the influence of the family, and said that he had never yet seen a drunken Jew, and his son, who was also present, said that he had never seen a drunken Jew. It was very singular, and I thought I would like to inquire further, and I did so. I found that there were some sixty or seventy thousand Jews in the city, and about twenty rabbis, and there is not a drunken Jew, because they are all trained to temperance in the family. Now, we have a power in the family state which we do not use. If we use this aright, we do not need any other power. The duties of the family, family training for the education of women in the higher gifts that she has, there we shall find our rights; not in law, not in constitutions, but in that great work, the training of the race. That she must do in the family, as eacher, as servant, as nurse. Here are Japan and China and Germany and Ireland coming here to go into our kitchens and our schools. and American women are to be crowded out into shops and into offices. Now we have got to educate these classes or they will educate our children, and to do this is the work of women. Women have got to be home missionaries. Let men take care of the Government, and let women take care of homes.

Boston Workwomen.

There are 30,000 women in and about Boston who live by sewing; very few of them earn twelve dollars a week; the average earning is about two dollars seventy-five cents a week. Those who work in shops fare better than those who take work home. The price for a shirt is from four to seven cents; fine bosomed shirts, ten to twenty-five cents; satin vest, twenty cents; pantaloons, fifteen, twenty, and thirty-seven cents; coats, fifty cents; French calico shirts, lined sack, faced skirt, twenty cents. The tailoresses and cloakmakers work ten hours in the shops, nitting at 6 P. M., and mi work home and sit up till 12. In good shops and with good work they can earn \$1 a day
—some of the best machine (girls more; but the machine work is very wearing, and few girls can perform it more than two years without becoming entirely broken down.

The girls pay from two to three dollars a week for room rent, and usually occupy rooms with two or more double beds. In the slopwork shops girls can seldom errn more than enough to pay their room rent, and they have to do overwork in order to get something to eat. In slack times their suffering is extreme; many have been known to work for weeks with only bread and water for food, and very fortunate is she who can procure an ounce of tea; many have been found who have lived for weeks on five cents worth of bread a week. Besides, the lodging-house keepers dis-criminate against them, and charge them more for rent than they charge men; so that many of them have to sleep in dens where they would be ashamed to be seen going. And in spite of all their sufferings and temptations, very few of these women break down morally or become untidy in dress. Their heroic struggle for life, and for a virtuous life, is one of the most touching things in our modern civilization, and if one does fall, she ought to have the sympathy of all Christian people. And then, to think how unevenly the food and clothing are distributed in this world! What is wasted at almost any table in this city daily, would feed one of these sewing women sumptuously. If only some one would invent a method of equable distribution, the poor in Boston would thrive on the waste of the rich. We, who do not know what it is to be hungry, leave our Christian duty undone, in suffering these women to be so wretchedly underpaid for work .- Hartford Courant.

Kentucky Law.

From the Lebanon (Ky.) Clarion. The Rev. Marcus Lindsay, a very prominent minister of the Gospel, well known to this community, was very much disturbed last Sunday while carrying on a religious meeting at the Methodist camp-ground on Pleasant Run, by some drunken and noisy fellows, who were during the whole sermon endeavoring to disturb the audience by loud talking and profane swearing. At the close of the sermon Mr. Lindsay came down quietly out of the stand, and, approaching a member of the church, asked him if he knew whether there was any officer of the law upon the

This gentleman immediately referred him to Squire G., who was sitting near by on a stump twirling in his hand an immense a stump twirling in his hand an immense hickory cane heavily capped with silver. Mr. Lindsay was immediately introduced to the Squire, and upon asking him what the laws of Kentucky were touching disturbances of religious worship, received for answer that he, the Squire, "thought there was some laws of that sort, that is that he presumed there was, that is that he knew there was, that is that he was sure there was, that is that he was law books and write him a would examine his law books and write him a note." Duly the next morning the note came.

Here it is, verbatim et literatim:-Rev. mr. Linzee Referens Kaintnekee jestes page 2003 Pirkles digest page 10075—you kin hav yure meetin and may the lord bless you in puttin down awl folly and stoppin vise is my prare i kant be that but B & the childring will be thar may the lord lend his partecting hand in carrying on the gude work and give you menny soles for yure sarvis. Amen a jestis uv the peas

Of course, when this note was read to the congregation, the violators of order became alarmed, and all was quiet on Pleasant run.

Burlingame's Skill with the

Speaking of the Burlingame-Brooks affair, a correspondent of the Chicago Evening
Journal relates the following:—After the
challenge had been given by Brooks and
accepted by Burlingame, and the point of meeting been fixed in Canada, both parties claimed a little time to arrange some matters before leaving Washington. Burlingame completed his preliminaries in a few hours and left with his friends for New York, where he arrived about 11 o'clock in the morning; and not having practised with the morning; and not having practised with the rifle for some time, it was suggested that he had better repair to some gallery and try a few shots. The party entered a gallery on Broadway, near Canal street, and Burlingame used the rifle ten times, nine out of which he hit the exact centre of the target and the tenth within onehalf an inch. It was not known by any one present what the object of the visit was, or who the parties were. As they left the gal-lery the proprietor remarked that he had wit-nessed, in his time, some accurate shooting. but nothing that equalled this. Burlingame and his friends pursued their journey towards Canada.

Brooks and his friends left Washington some twelve hours after, and on arriving in Philadelphia were telegraphed by a gentleman, who, as it was subsequently ascertained, left Washington with the Burlingame party, and who was carefully watching all their movements, of the result of the shooting in the Broadway gallery. At this point arose the question with Brooks, of his possible arrest on his journey through New York; and to avoid this contingency he thought it best to return to Washington. On inquiring into the antecedents of Mr. Burlingame, it was ascertained that his early years had been spent in the West, where he gained the repu-tation of being an expert marksman with the riffe. How much the gallery shooting in Broadway had to do with the return of Brooks and his party to Washington is a matter of little moment now; but, happily for Massachusetts, the result of this affair secured her from any further annoyances from such men as Preston Brooks.

Chinese Customs and Contrarieties.

I am writing by the light of a Chinese

candle, which is a curiosity in its way. It is not over six inches long, thicker than ours, and for wick has a straw wrapped with paper. The candle-stick, instead of being a tube in which the candle is stuck, is a stand with a sharp nail sticking up, on which the candle is skewered. On taking the candle off I can blow up through the straw and lengthen the flame as a blowpipe would. It is like a small Argand lamp, but they lessen its value by spiking the straw tube. As the candle is a specimen of the contrariety of Chinese customs and things to ours, I will mention some others. The muleteers I continually hear say "Gee" to their beasts to turn them to the left, and "Ho" or "Hob" to turn them to the right. To start them forward, and to stop them, too, they are always saying "Ho! When they meet each other on the road they keep to the left instead of the right as we do. and in mounting a horse get up on the right side, instead of the left as we do. While I am writing, Mr. M-- is close by me studying a book of Chinese phrases, composed by a Chinese scholar as simple sentences. The one he is at work upon now says: -"When people are too young to have beards their faces have to be scraped with a razor." The writer's Chinese teacher being requested to write his first name, Edward tried to pronounce it, but after several attempts gives it up in despair, saying, "My belly has no such sound in it," the usual Chinese way of saying, "I cannot pronounce it." Yesterday one of our assistants was sending off a letter, and as their envelopes have no gum attached, he deliberately scraped his teeth with his finger nail, and used the tartar he collected as so much mucilage! As these natives generally use no tooth-brushes, he carries a supply with him. I learn that this is their usual way of sealing letters. Dentists are unknown among this people, and the mouths of most you meet tell the story of their destitution. - Letter from Ohina.

A Nice Place to Live.

Life in the Rocky Mountains is complicated by whirlwinds. There is a particular valley about half a mile from Deer Lodge City that has more experience of the sort than sainbrity requires. One a week has been the recent average. Following a track of not over three or four hundred yards in width, these infuriate zephyrs think nothing of lifting fences and boulders, or of twisting out a log or two from the sides of a finished habitation. The latest occurrence of the sort is rather more surprising in the way of effort. A Mr. Elliott quite recently purchased a residence in that Valley of the Winds. On Saturday, a fortnight since, he was seated on the roof of his newly-acquired property, repairing it. His son was seated on a corner of the structure: the head of the house straddled the roof-tree. The whirlwind "dipped" into the valley-at least that is the phrase they use there about whirlwinds, and they ought to know. The roof, having an area of 17x40, containing 1200 feet of lumber, and nailed to heavy log rafters, went up in air, dropping the boy off the corner, but carrying Mr. Elliott astride this strangest of conveyances, 40 feet from the ground, to a distance of 185 feet. The distance has been measured since Mr. Elliott recovered his equanimity; for he was not injured, although the roof in landing turned a somersault over him, and breaking to pieces was scattered in fragments through the valley. "Riches take to themselves wings," even when bolted fast to the Rocky Mountains.

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RAILROAD LINES.

READING RAILEGAD—GREAT TRUNK LINE
R from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:

hours:- MORNING ACCOMMODATION.

MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, 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, Carilsie, Chambersburg, 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 Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading,

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railread trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. READING AND POTTSVILLE ACCOMMODA TION.

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 16:20 A. M. and 9:25 P. M.

Returning, leaves Philadelphia at 6:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2-50 P. M., and Pottsville at 2-50 P. M., arriving at Philadelphia at

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

9.26 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 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 Philakelphia, returning from Schwenksville at 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7-30 A. M. and 4-00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7-06 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 Pennsylvanta and
Northern Central Kailroad Express trains for
Pittsburg, Chicago, Williamsport, Elmira, Baltimore etc.

Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on strival of Pennsylvania Express from Pittsburg at 5:35 A. M. and 11:25 A. M., passing Reading at 7:23 A. M. and 1:27 P. 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 Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsyille at 6-30 and 11-30 A. M. and \$-50 P. M., returning from Tamagua at 8:35 A

and 1.40 and 4.50 P. M., returning from Tamaqua at 8.25 A. M., and 1.40 and 4.50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL—
ROAD.

Trains leave Auburn at 8.55 A. M., for Pinegrove and Harrisburg and at 12.05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3.40 P. M., from Brookside at 3.45 P. M., and from Tremont at 6.25 A. M. and 5.05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

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 keading 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 atreet, I hisadelphia, 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

firms.

SEASON TICKETS.—For one, two, three, six, rine, or twelve months, for holders only, to all points, at reduced rates.

CLEAGYMEN 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.

the Ticket Office, at Tables.

Streets.

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

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 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. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and OALLOW-HILL Streets.

WEST CHESTER AND PHILADELPHIA RAIL-On and after MONDAY, April 4, 1870, trains will eave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows:- FROM PHILADELPHIA. 6.45 A.M., for B. C. Junction, stops at all stations. west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R. 9:40 A. M. for West Chester stops at all stations. 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 chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west
of Media (except Greenwood), connecting at B. C.
Junction for Oxford, Kennett, Port Deposit, and
all stations on the P. & B. C. R. R.
5:36 P. M. for B. C. Junction. This train commences
running on and after June 1, 1870, stopping at all
stations.

stations.
6:55 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.
6:35 A. M. from B. C. Junction 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 Deposit, and all stations on the P. & B. C. R. R.

Port Deposit, and all stations on the P. & B. C. R. R. R. R. S. 15 A. M. from B. C. Junction stops at all stations, 10-00 A. M. from B. C. Junction stops at all stations, 1-05 P. M. from B. C. Junction stops at all stations, 1-05 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. 6-05 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 9-06 P. M. from B. C. Junction. This train commences running on and after June 1st, 1570, stopping at all stations.

ON SUNDAYS,

8-06 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. -20 P. M. for West Chester stops at all stations.

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

50 P. M. from West Chester stops at all stations.

60 P. M. from West Chester stops at all stations.

61 P. M. from West Chester stops at all stations.

62 P. M. from West Chester stops at all stations.

63 P. M. from West Chester stops at all stations.

64 P. M. from West Chester stops at all stations.

65 P. M. from West Chester stops at all stations.

66 P. M. from West Chester stops at all stations.

67 P. M. from West Chester stops at all stations.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, MAY 1, 1870.
The trains of the Pennsylvania Central Railroad 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 minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the Depot.

Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut 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. 116 Market street,

will receive attention.

TRAINS LEAVE DEPOT, VIE.:—

Mail Train
Paoli Accommodat'n, 10:30 A. M., 12:50 and 6:50 P. M.
Fast Line and Eric Express . 12:30 A. M.
Harrisburg Accommodation . 2:30 P. M.
Lancaster Accommodation . 4:10 P. M.

Lancaster Accommodation . 5:30 P. M. Parkesburg Train
Cincinnati Express .
Erie Mail and Pittsburg Express . Way Passenger
Pacific Express

O'clock.

Pacific 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 8 P. M., at No. 116 Market street.

TRAINS ABRIVE AT DEPOT, VIZ .:-Cincinnati Express 3 10 A. M.
Philadelphia Express 6 30 A. M.
Eric Mail 6 30 A. M.
Paoli Accommodat'n, 8 20 A. M., 3 50 and 6 25 P. M.
Parkesburg Train 9 00 A. M.
Past Line, Buffalo Express 9 35 A. M.
Lancaster Train 12 55 P. M.
Reic Express 12 55 P. M.

Lancaster Train
Lancaster Train
List Express
List Express
List P. M.
Southern Express
Too P. M.
Southern Express
Too P. M.
Lock Haven and Elmira Express
Too P. M.
Lock Haven and Elmira Express
Too P. M.
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No. 951 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 fer 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.

PHILABELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.— TIME TABLE. COMMENCING MONDAY, APRIL 4, 1870.

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 Baltimore, stepping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

at Salisbury with Wicomico and Pocomoke Railroad.

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

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linweod, Olaymont, Wilmington, Newport, Stanton, Newark, Elkton, 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. (Daily), 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 Menroe and Norfolk will take the 12-00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-90 A. M., 2-30, 5-00, ant 7-00 P. M. The 5-00 P. M. train connects with Delaware Railroad for Harrington and intermediate

ware Railroad for Harrington and intermediate ware Railroad for Harrington and intermediate stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore Telephia.—Leave Baltimore Telephia.—Le

From Baltimere to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail; 7.40 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express, SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Greve 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 Southwest may be procured at ticket office, No. 823 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.

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., 120, 2, 34, 83, 4, 43, 506, 53, 6, 63, 7, 8, 920, 1006, 11, 12 P. M.

11, 12 P. M.

Leave Germantown 6, 6.55, 7½, 8, 8.20, 9, 10, 10.50, 12 A. M., 1½, 2, 8, 3.50, 4½, 6, 5½, 6, 6½, 7, 8, 9.20, 16, 11 P. M.

The 8-20 down trains, and 3½ and 5½ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9/4 A. M., 2, 4.05, 7, and

10% P. M. Leave Germantown at 8½ A. M., 1, 3, 6, and 93/2

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 834, 554, 7, 9-20, and 11 Pr.M.

Leave Chesnut Hill 7-10, 8, 9-40, and 11-40 A. M., 1:40, 3:30, 5:40, 6:46, 9, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9½ A. M., 2 and 7 P. M.

Leave Ohesnut 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. trains from Germantown will make close connections with the trains for New York at Intersection

tions with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7½, 9, and 11 65 A. M., 1½, 8, 4½, 4, 6½, 6½, 8 06. 10, and 113 P. M.

Leave Norristown 5½, 6 25, 7, 7½, 8 50, and 11 A. M., 1½, 3, 4½, 6½, 8, and 9½, P. M.

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

Leave Philadelphia 9 A. M., 1, 5½, 6 and 9 P. M.

FOR MANAYUNK.

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

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

A. M., Z, 3½, 5, 6½, 8½, and 10 P. M.

CON SUNDAYS.

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

Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.

PLY MOUTH RAILRUAD.

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

Leave Plymouth 6¾ A. M. and 5 P. M.

The 7¼ A. M. train from Norristown will net stop at Moxee's, Potts Landing, Domino, or Schur's Lane. The 6 P. M. train from Philadelphia will stop only at School Lane, Manayunk, and Consho hocken.

Passengers taking the 7, 9 05, and 11 A. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 11 A. M. and 6 P. M. tvains from New York tersection Station.

The 11 A. M. and 6 P. M. trains from New York connect with the 2 and 920 P. M. trains from Germantown to Ninth and Green streets.

8 20 W. S. WILSON, General Sup<sup>3</sup>t.

THE PHILADELPHIA AND BALTIMORE CENTRAL 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 6-05 A. M., 10-25 A. M., and 5-30 P. M.
CHADD'S FORD at 7-26 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 responsible for an amount exceeding one hundred collars unless a special contract is made for the same.

HENRY WOOD,
General Superintendent.

RAILROAD LINES.

1870. FOR NEW YORK—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trenton New York and Way Places.

PROM WALRUT STREET WHARP. At 6:30 A. M., via Camden and Amboy Accom, \$2.25 At 8 A. M., via Camden & Jersey City Ex. Mail 3:00 At 2 P. M., via Camden and Amboy Express. 3:00 At 3:30 P. M., via Camden and Jersey City, Accommodation. 2:25 At 6 P. M., for Amboy and intermediate stations. At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

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

At 8 and 10 A. M., 12 M., 2, 2:26 and 5 P. M. for

At 8 and 10 A. M., 12 M., 2, 8-30, and 5 P. M. for

At 8 and 10 A. M., 12 al., 2, 8 30, and 5 P. M. 107 Trenten. 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, and Palmyra. At 6 30 and 10 A. M., 12 M., 5, 6, 7, and 11 30 P. M. At 6 30 and 10 A. M., 12 M., 5, 6, 7, and 11-39 P. M. for Fish House.

The 11 30 P. M. line leaves from Market Street

Ferry (upper side).

\*\*ROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 8:30, 5, and 6 P. M. for Trenton and Bristol, and at 10:46 A. M. and 4 P. M. for Revision At 7:30 A. M., 2:30, 5, and 6 F. M. for Morrisville and Tullytown.
At 730 and 10-45 A. M., 2-30, 4, 5, and 6 P. M. for Schenck's. Eddington, Conwells, 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 46 A M., 1, 2-30, 4, 5 15, 6, and 7-30 P.
M. for Tacony, Wissinoming, Bridesburg, and

Frankford

FROM WEST FHILADELPHIA DEPOT,

Via Connecting Railroad.

At 7, 9:30, and 11 A. M., 1:20, 2:40, 6:45, and 12 P.

M., New York Express Lines, via Jersey City.

Faic, \$3:25.

At 11:30 P. M., Emigrant Line. Fare, \$2:00.

At 7, 9:30, and 11 A. M., 1:20, 2:45, 6:45, and 12 P.

M. for Trenton. M. for Trenton. At 7, 9-30, and 11 A. M., 6-45 and 12 P. M. for Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted.
BELVIDERE DELAWARE RALLROAD LINES.

BELVIDERE DELAWARE RALROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wikksbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Strougsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. from Kensington Depot, for Lambertville and intermediate stations.

CAMLEN AND BURLINGTON COMPANY AND PEMBERTON AND HIGHTS FOWN RAIL-ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

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, Hartiord, 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 6 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemierton. At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown, Wrightstown, Cookstown, New Fgypt, and Hor-

nerstown.
At 7 A. M., 1 and 3:30 P. M. for Oream Ridge, Imlaystewn. Sharon, and Hightstown.
May 9, 1870.
WM. H. GATZMER, Agent. NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LIFHIGH AND WYOMING VALLEYS, NORTHE! N PENNSYLVANIA, SOUTHERN AND INTIRIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows.—

7-00 A. M. (Accommodation) for Fort Washing-

ton.
At7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towards, Waverley, and in connection with the ERIE RALL.

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

8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Betalehem Easton, Allentown, Mauch Chunk. Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Fasex Hailroads.
11 A. M. (Accommodation) for Fort Washington.
1145, 330, and 520 P. M., for Abington.
1146 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. barre, Pittston, and Hazleton.

2 30 P. M. (Accommodation) for Doylestown.

At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and

Mauch Chunk. Mauch Chunk.
4:16 P. M. (Mail) for Doylestown.
5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6:20 P. M. (Accommodation) for Lansdale.
8:00 and 11:30 P. M. (Accommodation) for Fort Washington.
The Flith and Sixth streets, Second and Third

streets, and Union Lines Ulty Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 25 P. M. Doylestown at 8 25 A. M., 4 40 and 7 05 P. M. Lansdale at 7 30 A. M.

Fort Washington at 9 20 and 11.20 A. M., 3.10 and Abington at 2:35, 4:25, and 6:45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Loylestown at 2:00 P. M.

Philadelphia for Fort Washington at 8:30 A. M.

Bethlehem for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4:00 P. M.
Fort Washington for Philadelphia at 9:30 A. M. and 8 10 P. M. Tickets sold and baggage checked through to

principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent. DHILADELPHIA AND ERIE RA ILROAD The trains on the Philadelphia and Eric Rail-road run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

MAIL TRAIN leaves Philadelphia . williamsport williamsport - 8:29 P.
ERIE EXPRESS leaves Philadelphia 11:40 A.
Williamsport - 9:00 P.
arrives at Erie - 10:00 A.
ELMIRA MAIL leaves Philadelphia - 7:66 A.
Williamsport - 6:00 P. " W.lliamsport 6-00 P. M arrives at Lock Haven 7-20 P. M

MAIL TRAIN leaves Erie - 840 A. I.
Williamsport - 925 P. I.
arrives at Philadelphia 620 A. I. ERIE EXPRESS leaves Erio - - 4 00 P. Williamsport 8:30 A. arrives at Philadelphia 12 45 P. ELM IRA MAIL leaves Leck Haven - 8.00 A. Williamsport 9 46 A.
arrives at Philadelphia 6 50 P.
BUFFALO EXP. leaves Williamsport 12 25 A. " Harrisburg - 5 2) A. M
" arrives at rhiladelphia 9 25 A. M

Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Oreck and Altegheny River Resilroad.

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 46 A.M., Woodbury Accommodation. 8:15 P. M., Mail for cape May, Millville, Vineland, and way stations below Glassboro. 8:50 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 6:45 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR CAPE MAY. (Sacurdays only.)

EXTRA TRAIN FOR CAPE MAY.
(Sacurdays 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 sections.

8 15 WM. J. SEW LL, Superintendent.

JOHN FARNUM & CO., COMMISSION MER-Chants and Manufacturers of Concetora Ticking, etc. No. 233 CHESNUT Street, Philadalphia. I wind

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

SUPERIOR HOUSEHOLD FURNITURE, MIRRORS, FIRE PROOF SAFES, OARPETS, EVC.

May 10, at 9 o'clock, at the nuction rooms, by catalegue, a large assortment of superior parlor, chamber, and dining room and chamber furniture; mantel and pier mirrors, bedding, fine inakin china ware, fine cut-glass ware, fireproof safe, by Evans & Watson; refrigerators, stoves, fine carpets, etc. etc. BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GRRMAN AND DOMESTIC DRY GOODS. May 19, at 10 o'clock, on four months' oredit. 5 15 54 LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK AND FANCY CANTON MATTINGS, RTC.

On Friday Morning.

May 20, at 11-0 clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, Canton mattings, etc.

5 14 54

LARGE SALE OF FRENCH AND OTHER EURO-FEAN DRY GOODS.
On Monday Morning,
May 23, at 10 o'clock, on four months' credit. 5 17 5t SALE OF 2000 CASES BOOTS, SHOES, HATS, ETO On Tuesday Morning, \*\* May 24, at 10 o'clock, on four months' credit. 51854 SCOTT'S ART GALLERY AND AUCTION SCOMMISSION SALESROOMS.
B. SOOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row).

No. III7 CHESNUT Street, GGIRAG Rows.

GRAND SPRING SALE OF FINE NEW AND SUPERIOR FURNITURE.

BARLOW'S MANUFACTURE TRIUMPHANT.

\$15,000 IMMENSE STOCK.

Three floors crowded with elegant goods. No COUNTRY make, but the best CIFY manufacture, from makers of well known reputation.

TWO DAYS' SALE.

May 19 and 20, at 10 A. M. and 7% P. M., each day, will be offered at public sale, at our warercomes, the largest and most elegant stock of fine furniture ever offered at auction in this city. The variety is immense, and comprises every new article in the furniture line, and each and every article sold accompanied by a written guar antee. This sale is made to supply the enormous demand for our goods, and is the last chance that will be offered to get good furniture at your own price.

Sale positive and without any reservation. Our entire building will be illuminated each evening till sale, and open for examination of stock, with catalogues. 517 2t.

STILL ANOTHER GREAT FURNITURE SALE.

STILL ANOTHER GREAT FURNITURE SALE.
We have received instructions from Mesers RICHMOND & CO., of No. 45 S. Second street, owing to a
dissolution of the long established firm to offer at public
sale their enormous stock of fine Furniture, amounting
to \$50,000.

On Wednesday and Thursday, May 25 and 26, at 10 o'clock A. M. each day. Particulars hereafter. MARTIN BROTHERS, AUCTIONEERS, (Lately Salesmen for M. Thomas & Sons.)
No. 704 OHESNUT Street, rear entrance from Minor.

Sale at No 2040 Arch street.

VERY SUPERIOR WALNUT HOUSEHOLD FURNITURE, Fine Brussels and Other Carpets, Fine Spring and Hair Mattresses, Oil Cloths, etc.
On Thursday Morning,
May 19, at 10 o'clock, at No 2040 Arch street, by catalogue, the entire Household Furniture, etc.
5 10 8t

IMPORTANT SALE OF FINE FURNITURE AND UPHOLSTERY.

Preparatory to putting up a new front and otherwise improving his store. improving his store,
Mr. JOHN M. GARDNER,
No. 1316 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 Warerooms, a selection of

FINEST CABINET FURNITURE & UPHOLSTERY FINEST CABINET FURNITURE & UPHOLSTERY

ever offered at auction in this city.

The styles are the newset and choicest. The quality and
finish cannot be excelled.

To verify those facts it is only necessary for parties intending to purchase to call and examine the Stock.

THE ASSORTMENT

embraces drawing room and parlor suits, with coverings of
the richest brocatelles, satins, satin damasks, plushes,
silks, and terries; a variety of the most elaborate chamber, dining-room, library, and hall suites.

AN OPPORTUNITY

presents itself in this sale to those desirous of purchasing the

HIGHEST ORDER OF CABINET WORK

AT AUCTION PRICES

which may never occur again.

which may never occur again.

The furniture will be ready for examination two days previous to sale, with catalogues.

510 lit

Sale No. 1806 Coates street.

BLEGANT EBONY DRAWING-ROOM SUIT, HANDsome Walnut Chamber Furniture, Fine French Plate
Mantel and Oval Mirrors, Handsome English Brussels
Carpets, Spring Mattresses, Cut Glassware, Fine Plated
Ware, Etc. Ware, Etc.
On Tuesday Morning,
24th inst., at 10 o'clock, at No. 1806 Coates street, by
camiogue, the entire handsome household furniture, etc.
May be seen early on the morning of sale.
5 18 5t

BY BARRITT & CO., AUCTIONEERS
OASH AUCTION HOUSE, [11 26 9]
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

LARGE SALE OF CARPETINGS, FIVE HUNDRED ROLLS WHITE, RED CHECK, AND FANCY CANTON MATTINGS, ETC.

On Friday Morning,
May 20, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; Canton mattings, etc. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom street.

SEVENTH CONTINUATION SALE OF A VALUABLE COLLECTION OF COINS, CURIOSFFIES, AUTOGRAPHS, ETC.

At 3% o'clock, at the Auction Store, No. 1110 Chesnut street, second story, a valuable collection of coins, autographs, etc., being a portion of the collection of Professor Montroville Wilson Dickeson.

Catalogues now ready at the Auction Store. 5 17 2t

Sale at No. 1116 Chesnut street.

HANDSOME WALNUT PARLOR AND LIBRARY
Suits, covered with Brocatelle and Finest Plush; Elegant
Chamber Furniture, of Newest Designs; Rosewood
Piano-Fortes and Parlor Organ; Mantel, Pier, and Chamber Glasses; New and Secondhand Velvet, Brussels, and
Ingrain Carpets; Hair Mattresses, Bolsters and Pillows,
Engravings, China, Rtc.
On Friday Morning,
At 9 o'clock, at the auction store, No. 1114 Chesnut
street, will be sold, a large assortment of handsome new
and recondhand furniture and carpets for the parlor,
dising-room, library, and chamber; also, kitchen furniture, etc.

ture, etc.
The Stock of Superior Furniture, manufactured by Mr.
CARL G. MEININGER in the best manner for private sales, comprising—
Perlor suits, in plush and brocatelle.
Library suits, in silk reps.
Library suits, in leather.
Chamber suits, with wardrobes. Library suits, in leather.
Chamber suits, with wardrobes.
Centre tables, with Tennessee and Lisben marble tops.
Wainnt and ebony cabinets.
Spanish, library, and rocking chairs.
Cane seat and leather covered dining room chairs.
Handseme wainut sizeboards, etc.
The Furniture can be examined on Thursday afternoon, it is catalogues.

with catalogues.

TRENTON STONE CHINAWARE.

At Il o'clock, in the basement, will be sold a large invoice of Tronton Stone Chinaware, suitable for restaurants, hotels, boarding houses, etc.

518.26 A. McCLELLAND, AUCTIONEES No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furn ture at dwellings.

Pablic sales of Furniture at the Auction Rooms, No.; 1919 OHESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

N. B.—A superior class of Furniture at private sale. L IPPINCOTT, SON & CO., AUCTIONEERS

IN LOUISVILLE, KY W. GEORGE ANDERSON. H.C. STUCKY.
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.
Regular auction sales of boots, shoes, and hats every
Thursday, Market auction sales of dry goods, ciothing, carpets notions, etc., every Wednesday and Thursday. IS 19 8m

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

Transfollows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4-30 P. M.
For OXFORD, at 7 A. M., 4-30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2-30 P. M., 4-30 P. M., and
7 P. M.
Transleaving Philadelphia at 7 A. M. connects at Train leaving Philadelphia at 7 A. M. connects at Fort Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port I eposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4:2

Corn Exchange Bag Manufactory. JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts 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