FREE DIVORCE.

The Demands of the Shricking Sisterhood— Optnions of Mrs. H. B. Sinnton. In the course of a rather remarkable address on Tuesday evening in New York, Mrs. Stanton said:

A jury should be selected from gentlemen who understood lumacy, or, better yet, the case should be tried by lawyers, judges, and jury, composed of intelligent, honest women. The property right which men claimed in the persons of their wives belonged to the dark ages, and we should have a revision of to the dark ages, and we should have a revision of our laws which should give an equal partnership in the marriage relation. She knew of women in this city supporting in asylums husbands who had become lunaties through dissination, and yet the law compelled these wives to maintain the relation, and, moreover, that however happy some women might be in their domestic lives, all of them were wading in deep water. She said that ex-Governor Jewell of Connecticut told her that there was one application for a divorce to every four for marapplication for a divorce to every four for mar-riage in that State. She also stated that there were sixteen thousand divorces granted in Massachusetts last year. She believed that divorces should be granted at the will of the parties. Marriage should be the outgrowth of intellectual sympathy, and any other union was one of degradation. She quoted Humboldt, John Milton, Jeremy Bentham, Ritter, Charlotte Bronte, John Stuart Mill, Charles Dickens, and others, in brief passages to support her views, and they were very niously selected. She declared that when Richardson left Mr. McFarland, she took the step towards virtue and self-respect, though her conduct afterwards did not altogether meet Mrs. Stanton's approval. Mrs. Richardson should have been patient, and should have asked for a divorce in New York, where justice would have been reached at some time. Right always prevailed, though it was slow in coming sometimes. She stated that there was more misery in civilized married life from the present code of laws than from any other cause, and that every woman should utter her protest daily against it, and endeavor to have those who contemplated such a relation make a truer, nobler, and happier marriage than those which we have all seen. All the laws of marriage were one-sided, and whelly in favor of man, and they must be changed. No pair could live together happly unless their re-lationship was equal in power and influence, Per-sonal excellence on the part of individual men was all that preserves the happiness of any married wo-man, and not the protection of the laws. "Be ye not unequally yoked together," the lecturer believed, referred to this especial condition of subordination to man. Mrs. Stanton here gave a sketch of the taw which she thought should be passed, naming the following as additional causes for divorce:

Wiftel description and neglect for three years: Wilful desertion and neglect for three years; continuous and repeated acts of cruelty for one year preceding an application for divorce. Stanton would limit these to actual residents of State for five years preceding the application, and would otherwise simplify and enlarge the present restriction. Mrs. Stanton thought that the Legislature should make an entire revision of the present State laws on marriage and divorce, making women state laws on marriage and divorce, making women equal to men in all respects, and legally annulling the marriage contract whenever it had by the misconduct of either husband or wife practically become a dead letter. Marriage and maternity were the most serioge topics that could possibly be discussed by society. Women should be taught how to marry. She believed that the same laws which improved the condition of the lower animals could be applied with avecellant affect to the mais could be applied with excellent effect to the human race. Muscle should be cultivated in women and the moral nature in men. What was wise for women was wise for man. So long as women marry for position and men to satisfy their lower natures, so ong will marriage be unhappy. So long as women are pecuniarily dependent upon men, so long will women be degraded and miserable, and live in hor-ror of their daily existence. The personal sanctity of the female was less respected among civilized men than among brutes, and until there is a change in the condition of this relation, so long will feeble children, idiots, and lunaties people our country.

OBITUARY.

General Robert Wilson. The St. Joseph (Mo.) Herald records the death in that city of pneumonia, on the evening of the 9th instant, of General Robert Wilson, who was bern in Virginia in 1803. His mother was a relative of the late Hon. William L. Yancey, of Alabama. At an early age he removed to Franklin, Mo., and subsequently to Fayette, in the same State, and of that town he was the first Postmaster. In 1838, being a Brigadier-General in the State militia, he was directed by the Governor to beer and determine all the by the Governor to hear and determine all the questions of dispute between the citizens and the Mormons, then residing in Caldwell county, and this difficult matter he accomplished to the entire satis-faction of the people and the authorities of the State. In 1840 he entered upon the practice of law, and although a Whig in politics, and living in a Democratic district, was elected to the Legislature in 1844, and again in 1845. In 1854 he was elected to the State Senate and re-elected in 1888. He was a good stump speaker, and in 1860 he made was a good stump speaker, and in 1800 he made many able speeches in favor of Bell and Everett. While in the State Senate he was the acknowledged leader of the Whigs, and to his activity and vigilance was duef in great measure, the defeat of the bill for the sale of the free negroes in Missouri. In the last Legis-lature of which he was a member, while Claib. Jackson was Governor, he opposed and fought to the end the military bill and every other act of that body looking to the forcible secession of the State. As the contest waxed warm, he and John Scott, of St. Joseph. with Dr. Morris, of St. Louis, and Mr. Gordon, of Boone, were the only open, outspoken, fearless Union men in the Senate. In 1861 he was elected to the State Convention called to consider the relations of Missouri with the Federa Government. This Convention was called by the secessionists, but the Unionists elected a majority of the delegates. In the organization of that body—the most important one that was ever held in Missouri, for it deposed the Governor, turned out the State officials and in-stalled a provisional government throughout, with Hamilton Gamble for Governor and Willard P. Hall for Lieutenant-Governor—the Unionists voted for Sterling Price, then an avowed Union man, for President, and General Wilson for Vice-President. Both were elected. Sterling Price went of with Claib. Jackson into the Rebellion, and General Wil-

Ciaib. Jackson into the Receinon, and General Wilson became President of the Convention.

Before adjourning, the country was plunged into civil war, and the two United States Senators, Waldo P. Johnson and Trusten Polk, having wandered off into the Confederacy, were expelled, and the Governor appointed General Wilson to fill one of the vacancies. He took his seat in the Senate of the United States in 1861 and served till his successor. United States in 1861 and served till his successor, Hon B. Gratz Brown, was elected by the Legisla-ture in December, 1863.

The Best He Could Do. As a general rule, newspapers, like indi-

viduals, reluctantly acknowledge that they have been wrong. They are tenacious in the belief that in the constitutional aphorism, "the king can do no wrong," there is an error of the press, and that for 'king" we should read editor. There is an anecdote of an editor in one of the most important provincial towns in England. He was seated at his desk, reading the letters received by that morning's post, when an unannounced visitor presented

"I believe, sir, that you conduct the

a neighboring town), and you have had the audacity to state, in your last issue, that I had committed suicide in a fit of temporary

insanity."
"We had the paragraph from our local reporter in your town, and have always found him reliable and accurate." The banker became more angry.

"Well, sir, you see that I am alive. Of course, you will publish a contradiction and spology in your next number?"

"I am afraid, my dear sir, that this would violate our invariable rule, which is never to admit that we have made a misstatement. But, as you appear greatly annoyed by the paragraph, I am willing to say in to-morrow's paper that the rope broke, and that you are unfortunately alive. More than this cannot be done-our principle is never to retract!"

Incidentals.

-Omaha people expect to build a thousand new houses this summer.

-A Danvers man sold \$3000 worth of sage seed last year at \$10 per pound.

-The Utica, N. Y., monument to Baron Stenben is to be erected in June.

-"Pig's gizzard, washed brown and pow-dered," is an Alabama specific for hiccough. -A New Hampshire man carries what money he has in a pocket-book which his father bought

-A female society in Iowa proposes to intimi-date men to discontinue the habit of waxing

CORDAGE, ETC.

WEAVER & CO., ROPE MANUFACTURERS

SHIP CHANDLERS.

No. 29 North WATER Street and

No. 28 North WHARVES, Philadelphia ROPE AT LOWEST BOSTON AND NEW YORK PRICES.

CORDAGE.

Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO., Factory, TENTH St. and GERMANTOWN Avenue. Store, No. 23 F. WATER St and 22 N. DELAWARE

SHIPPING.

LORILLARD'S STEAMSHIP LINE FOR

NEW YORK are now receiving freight at

5 cents per 100 pounds, 2 cents per foot, or 1-2 cent per gallon, ship option.

INSURANCE % OF 1 PER CENT. Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less than 50 cents. The Line would call attention of morchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons For further particulars apply to

JOHN F. OHL, PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGU-

The PIONE WILL sail for WILMINGTON, N. C., on Through bills of lading signed, and passage tickets sold to all points South and West.

points South and west.
LIS OF LADING SIGNED AT QUEEN STREET WHARP.
freight or passage, apply to
WILLIAM L. JAMES, General Agent.
No. 139 South THIRD Street. PHILADELPHIA AND CHARLES-

TON STEAMSHIP LINE. This line is now composed of the following first class
Steamships, sailing from PIER 17, below Spruce street,
on THURSDAY of each week at 4 P. M.;—
ASHLAND, 860 tons, Capt. Crowell.
J. W. EVERMAN, 662 tons, Capt. Hinckley.
PROMETBEUS, 600 tons, Capt. Gray.
MAY, 1870.
Prometheus Thursday, May 19.

Prometheus, Thursday, May 19.

J. W. Everman, Thursday, May 26.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch.

Rates as low as by any other route.

Insurance one half per cent., effected at the office in first-class companies.

first-class companies.

No freight received nor bills of lading signed after 3 P.

M. on day of sailing.
SOUDER & ADAMS, Agents,
No. 2 DOOK Street,
Or to WILLIAM P. OLYDE & CO.
No. 12 S. WHARVES.
WM. A. COURTENAY, Agent in Charleston. 52 tf

FOR LIVERPOOL AND QUEENS
TOWN.—Inman line of Mail Steamers are appointed to sail as follows:—
Oity of Cork, via Halifax, Tueeday, May 17, 1 P. M
Oity of London, Saturday, May 21, at 10 A. M.
Oity of Paris, Saturday, May 28, 1 P. M.
Oity of Baltimore, via Halifax, Tueeday, May 31, 1 P. M.
Oity of Brooklyn, Saturday, June 4, 9 A. M.
And each succeeding Saturday and alternate Tuesday
from Pier 45. North River.

PHILADELPHIA, RICHMOND,
THROUGH FREIGHT AIR LINE TO THE SOUTH
AND WEST.
INCREASED FACILITIES AND REDUCED RATES
FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY
at 12 o'clock noon, from FIRST WHARF above MARKET Street. at 12 o'clock noon, from FIRST WHARE AND KET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
Ne Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South
Carolina, via Seaboard Air Line Railroad, connecting at
Portsmouth, and to Lynchburg, Va., Tennessee, and the
West, via Virginia and Tennessee Air Line and Richmond
and Danville Railroad.

Freight HANDLED BUTONCE, and taken at LOWER
RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.

Freight received daily.

Freight received daily.

btate Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,

No. 12 S. WHARVES and Pier I N. WHARVES.

W. P. PORTER, Agent at Richmond and City Point.

T. P. CRUWELL & CO., Agents at Norfolk. 6 14

ONLY DIRECT LINE TO FRANCE THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite toute for the Continent will sail from Pier No. 50, North river, every Saturday.

PRICE OF PASSAGE

FOR NEW YORK,
via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY FOUR HOURS.
Goods forwarded by all the lines going cut of New York
North, East, or West, free of commission.

Excipite received at low rates.

Freights received at low rates.

WILLIAM P. CLYDE & Co., Agents,
No. 12 South DELAWARE Avenue.

JAMES HAND, Agent.
No. 119 WALL Street, New York.

345

FOR NEW YORK, VIA DELAware and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steem propellers of this company will commence cading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.

Apply to
WILHAM M. BAIRD & CO., Agents,

WILLIAM M. BAIRD & CO., Agents, No. 122 South DELAWARE Avenue.

NEW EXPRESS LINE TO NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristel, Knoxville, Nachville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

Freight received daily.

No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; MELDRIDGE & CO., Agents at Alexandria.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points. WILLIAM P. CLYDE & CO., Agents. Captain JOHN LAUGHLIN, Superintendent. Clice, No. 12 South Wharves, Philadelphia. DELAWARE AND CHESAPEAKE

RAILROAD LINES

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

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION. MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all informediate stations, and Allentown. Returning, leaves Reading at 6:36 P. M.; arrives in Phitadelphia at 9:25 P. M. MORNING EXPRESS.

At 8:16 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbary, Williamsport, Elmira, Rochester, Ningara Falls, Buffalo, Wilkesbarre, Pittston, York, Cartisle, Chambersburg, Hagorstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown.

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 Williameport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Contral, Cumberland Valley, and Schuylkill and Susquenana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc. 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 6.25 P. M.

M.; arrives in Pottstown at 0. P. M.
REABING 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 10.20 A.
M. and 9.25 P. M.
Returning, leaves Philadelphia at 5.15 P. M.; arrives in Reading at 7.55 P. M., and at Pottsville at
p.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 250 P. M., and Pottsville at 250 P. M., arriving at Philadelphia at

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-25 P. M., arriving in Philadelphia at 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 excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3-16 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4.25 P. M. 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, re-

turning from Schwenksville at 8.05 A. M., 12 45 noon, and 4.15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Col-legeville and Schwenksville. COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7-80 A. M. and 4-00 P. M. trains from Philadelphia, 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 connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamspert, Elmira, Balti-Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 5-25 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 and 6-90 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. Trains leave Pottsyille at 6:30 and 11:30 A. M. and e-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

Trains leave Auburn at 8.55 A. M. for Pinegrove, and Harrisburg and at 12.65 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 5.06 P. M.

Tick ETS.

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

Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, I hiladelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.
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, pine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill

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

MAILS close at the 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 435 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

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

NUT, as follows:—

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

stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
6:25 A. M. from B. C. Junction stops at all stations.
6:30 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.

R. R.
8-15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
1-05 P. M. from B. C. Junction stops at all stations.
1-05 P. M. from West Chester 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.
9-00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ping at all stations. ON SUNDAYS, 8-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 30 P. M. for West Chester stops at all stations, 30 A. M. from West Chester stops at all stations, 50 P. M. from West Chester stops at all stations, 47connecting at B. C. Junction with P. & B. C. R. R. W. C. WHEELER Supt.

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 Streets, which is reached directly with each ket 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

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. 116 Market street,

will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train
Paoli Accommodatin, 10:30 A. M., 12:50 and 6:50 P. M.
Fast Line and Eric Express. 12:30 A. M.
Harrisburg Accommodation 23:00 P. M. Parkesburg Train Cincinnati Express . Erle Mail and Pittsburg Express Way Passenger 11:20 P. M.
Pacific Express 12:03 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8

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 5 P. M., at No. 116 Market street.

Lancaster Train 7.00 P. M. 7.00 P. M Look Haven and Elmira Express

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.

PHILASELPHIA, 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:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stepping at all regular stations. Connecting at Wilmington with Delaware Hailroad Line, at Clayton with Smyrna Branch Rallroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Rallroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 12 M. (Sundays excepted), fer 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 Express Train at 4 P. M. (Sundays excepted), for Baitlmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Sten.mer'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 Magpolia.

Passengers for Fortress Menroe and Norfolk will

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 11:00 A. M., 2:30, 5:00, ant

700 P. M. The 500 P. M. train connects with Dela-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 7:16 P. M. train from Wilmington runs Daily; all other accommodation traits 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 Central Railroad.

ral Railroad.
From Baltimere to Philadelphia.—Leave Baltie 7-25 A. M., Way Mail; 7-40 A. M., Express; P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN 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-

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3 55 P. M. Through tickets to all points West, South, and Through tickets to all points west, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

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, 3½, 3½, 4, 4½, 506, 5½, 6, 6½, 7, 8, 920, 1005,
11, 12 P. M.

Leave Germantown 6, 655, 7½, 8, 820, 9, 10, 1050

11, 12 P. M.
Leave Germantown 6, 6:55, 7½, 8, 8:20, 9, 10, 10:50, 12 A. M., 1½, 2, 3, 3:50, 4½, 6, 5½, 6, 6½, 7, 8, 9:20, 10, 11 P. M.
The 5:20 down train, and 3½ and 5½ up trains, will not stop on the Germantown Branch.

Leave Philadelphia at 9½ A. M., 2, 4:05, 7, and 10% P. M. Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4

CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 834, 53, 7, 9-20, and 11 P. M. Leave Chesaut Hill 7-10, 8, 9-40, and 11-40 A. M., 140, 3:30, 5:40, 6:40, 9, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

Passengers taking the 6.55, 9, and 10.50 A. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection Station. FOR CONSHOHOCKEN AND NORRISTOWN

Station.
FOR CONSHOHOOKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 65 A. M., 1%,
3, 4%, 4, 5%, 6%, 806, 10, and 11% P. M.
Leave Norristown 6%, 6.26, 7, 7%, 8.50, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 6, 7%, 9, and 11.05 A. M., 1%,
3, 4%, 5, 5%, 6%, 806, 10, and 11% P. M.
Leave Philadelphia 6, 7%, 9, and 11.05 A. M., 1%,
3, 4%, 5, 5%, 6%, 806, 10, and 11% P. M.
Leave Manayunk 6, 6.55, 7%, 8 10, 9 20, and 11%
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.
Leave Philadelphia 7% A. M., 11%, 6% and 9% P. M.
Leave Philadelphia 7% A. M. and 5 P. M.
Leave Plymouth 6% A. M. and 4% P. M.
The 7% A. M. train from Norristown will not step at Mogee's. Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Manayunk, and Conshohocken.
Passengers taking the 7, 905, and 11 A. M. trains from Ninth and Green streets will make close

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. trains from New York connect with the 2 and 9 20 P.M. trains from Germantown to Ninth and Green streets.

6 20 W. S. WILSON, General 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

PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

OXFORD at 6-65 A. M., 10-35 A. M., and 5-30 P. M. CHADD'S FORD at 7-26 A. M., 12-00 M., 1-30 P. M., 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 dollars 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 to New York and Way Places. FROM WALNUT 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. 225 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. R. R.

At 8 and 10 A. M., 12 M., 2, 3 30, and 5 P. M. for At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, 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 Palmyrrs and Palmyra. 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).

At 7:30 A. M., 2:30, 3:30, 5, and 6 P. M. for Trenton and Bristol, and at 10:46 A. M. and 4 P. M. for At 7:30 A. M., 2:30 ,5, and 6 F. 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 FROM WEST PHILADELPHIA DEPOT,

At 7, 9.30, and 11 A. M., 1.20, 2.45, 6.45, and 12 P. J., New York Express Lines, via Jersey City. M., New York Express Lines, via Jersey City. Fare, \$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. At 7, 9-36, and 11 A. M., 6-45 and 12 P. M. for Bristol. Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornweils, Torresdale, Ho'mesburg, Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-30 A. M., 6-45 and 12 P. M. Lines will rundaily. All others Sundays excepted.

BELVIDERE DELAWARE RALLROAD LINES.

FROM KENSINGTON DEPOT.
At 7 80 A. M. for Nisgara Falls, Buffalo, Dun-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, Stroudsburg, 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.

CAMILEN AND RUELLINGTON COMPANY AND

CAMLEN AND BURLINGTON COMPANY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. FROM MARKET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 6, 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 At 7 and 10 A. M., 1, 3 39, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imlaystewn, Sharon, and Hightstown. May 9, 1870. WM. H. GATZMER, Agent.

NORTH PENNSYLVANIA RAILROAD THE SHORT MIDDLE ROUTE TO THE LIHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR 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-At 7.35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williams port, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIERALL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-

WAY for Buffalo, Niagara Falis, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West.

8 26 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Fssex Railroads 11 A. M. (Accommodation) for Fort Washington 1.15, 3.30, and 5.20 P. M., for Abington. 1.45 P. M. (Express) for Bethlehem, Easton, Al

lentown, Mauch Chunk, Mahanoy City, Wilkesbarre, 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.
4'15 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 The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 8 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 2.85, 4.55, and 6 45 P. M. Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Doylestown at 2 00 P. M.
Philadelphia for Fort Washington at 8 30 A. M.

And 7-90 P. M.

Loylestown for Philadelphia at 6-30 A. M.

Bethlehem for Philadelphia at 4-90 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 RAILROAD The trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:— was rward.

MAIL TRAIN leaves Philadelphia . 9.35 P. M. Williamsport . 7.40 A. M. ERIE EXPRESS leaves Philadelphia 11-40 A.
Williamsport 900 P . 8.20 P. M arrives at Erio " arrives at Erio - 10 00 A. ELMIRA MAIL leaves Philacelphia - 7:50 A. Williamsport arrives at Lock Haven 7-20 P. M.

BASTWARD. . . 840 A MAIL TRAIN leaves Erie Williamsport - arrives at Philadelphia ERIE EXPRESS leaves Erie - 400 P.

"Williamsport 3:30 A.

arrives at Philadelphia 12 46 P.

ELMIRA MAIL leaves Leck Haven - 800 A.

"Williamsport 9 46 A.

"arrives at Philadelphia 6 50 P. BUFFALO EXP. leaves Williamsport 12 25 A. M. Harrisburg - 5 2) A. M. arrives at Philadelphia 9 25 A. M. Express East connects at Corry, Mail East at Corry and Irvineton, Espress West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.

ALFRED L. TYLER,

General Superintendent. WEST JERSEY RAILROADS. COMMENCING MONDAY, APRIL 4, 1870. Leave Philadelphia, foot of Market street (upper Leave Philadelphia, foot of Market street (upper ferry), at 8-00 A. M., Mail for Bridgeton, Salem, Millville, Vineland, Swedesboro, and intermediate stations 11 45 A. M., Woodbury Accommodation.
3-15 P. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro.
3-20 P. M., Passengor for Bridgeton, Salem, Swedesboro, and intermediate stations.
5-46 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations.
EXTRA TRAIN FOR CAPE MAY.
(Saturdays only.)

EXTRA TRAIN FOR CAPE MAY.

(Saturdays only.)

Leave Philadelphia 8 00 A. M.

Leave Cape May 1·10 P. M.

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

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

3 16 WM. J. SEW LL, Superintendent.

TOHN FARNUM & CO., COMMISSION MER-Chants and Manufacturers of Conostors Ticking, etc., No. 235 CHESNUT Street, Philadelphi . 1 wimi AUD FION SALES,

M. THOMAS & BONS, NOS. 189 AND 16 BUNTING, DURBOROW & CO., AUCTION-BERRS, Nos. 232 and 234 MARKET Street, corper et Buccessors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK AND FANOY CANTON MATTINGS, ETC.

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

514 5t

LARGE SALE OF FRENCH AND OTHER RURO.

PEAN DRY GOODS.

On Monday Morning,

May 23, at 10 o'clock, on four months' credit. 5 17 5t SALIS OF 2000 CASES BOOTS, SHOES, HATS, ETO

May 24, at 10 o'clock, on four months' credit. 5 18 5t SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer,
No. 1117 CHESNUT Street, (Girard Row).

STILL ANOTHER GREAT FURNITURE SALE, We have received instructions from Messes, RICH-MOND & 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 25, at 10 o'clock A. M. each day. Particulars hereafter.

5 17 Rt MARTIN BROTHERS, AUCTIONEERS.—
(Lately Salesmen for M. Thomas & Sons.)
No. 704 CHESNUT Street, rear surrance from Minor. IMPORTANT SALE OF FINE FURNITURE AND UPHOLSTERY.

Preparatory to putting up a new front and otherwise improving his store.

Preparatory to putting up a new front and otherwise 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 the the
FINEST CABINET FURNITURE & UPHOLSTERY
ever offered at auction in this city.
The styles are the newest and choicest. The quality and
finish cannot be excelled.
To verify these facts it is only necessary for parties intending to purchase to call and examine the Stock.
THE ASSORTMENT
craphraces drawing room and parlor suits, with coverings of embraces drawing room and parlor suits, with coverings of the richest brocatelies, satins, gatin 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 which may never occur again.

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

5 10 11t

Sale No. 1806 Coates street.

ELEGANT REONY DRAWING ROOM SUIT, HANDsome Walnut Chamber Furniture, Fine French Plate
Mantel and Oval Mirrors, Handsome English Brussela
Carpets, Spring Mattresses, Cut Glassware, Fine Plated
Ware, Etc.

Ware, Etc.
On Tuesday Morning,
24th inst., at 10 o'clock, at No. 1846 Coates street, by
catalogue, the entire handsome household furniture, etc.
May be seen early on the morning of sale.

5 15 5t BY BARRITT & CO., AUCTIONEERS CASH AUCTION HOUSE, [11 24 5 No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge.

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

May 20, at 11 o'clock, on four months' credit, about 300 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; Canton mattings, etc.

5 10 4t

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

Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR AND LIBRARY Suits, covered with Brocatelle and Finest Plush; Elegant Cramber Furniture, of Newest Designs; Rosewood Piano-Fortes and Parlor Organ; Mantel, Pier, and Chamber Glasses; New and Secondhand Velvet, Brasses; and Ingrain Carpets; Hair Mattresses, Bolaters and Pillows, Engravirgs, China, Etc.

On Friday Morning,

At 9 o'clock, at the auction store, No. 1119 Chesnut street, will be sold, a large assortment of hardsome new and secondhand furniture and carpets for the parlor, dining 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, comprisins—
Parlor suits, in plush and brocatelle.
Library suits, in silk reps.
Library suits, in leather.
Chamber suits, with wardrobes. entre tables, with Tennessee and Lisbon marble to

Centre tables, with remeasee and Lisbon martie tops. Wainut ard debag cabinots.
Spanish, library, and rocking chairs.
Care seat and leather covered dining room chairs.
Handscene walnut si teboards, etc.
The Furniture can be examined on Thursday afternoon, With catalogues. TRENTON STONE CHINAWARE. At Il o'clock, in the basement, will be sold a la voice of Trenton Stone Chinaware, saitable for rants, hotels, boarding houses, etc.

A. MCCLELLAND, AUCTIONEER No. 1219 CHESNUT STREET, Personal attention given to sales of Household Furn Personal attention gives to sales of House at the Auction Rooms, No. 1219 CHESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

N. B.—A superior class of Furniture at private sale.

LIPPINCOTT, SON & CO., AUCTIONEE RE IN LOUISVILLE, KY W. GEORGE ANDERSON.

THOMAS ANDERSON & CO.

(Fatt blighed 1896) AUCTIONEERS AND COMMISSION MERCHANTS.
Business strictly Commission. All auction sales exclusively for each

ively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpete notions, etc., every Wednesday and Thursday. [3 19 6m]

RAILROAD LINES .: THE PHILADELPHIA AND BALTIMORE CEN-

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-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 20 P. M., 4 30 P. M., and P. M. Train leaving Philadelphia at 7 A. M. connects at

Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 430 P.
M., leaving Oxford at 6 05 A. M., and leaving Port
Deposit at 9 25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 42 PENN STEAM ENGINE AND TREATER BOILER WORKS.—NEAFIR & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER WARKS.—NEAFIR & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, and FOUNDERS, baying for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and lew pressure, Iron Boilers, Water Tanks, Propellers, etc. ste., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds, iron and Brass Castings of all descriptions. Roll Turning Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can its in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB O. NEAFIR, ENGINES, MACHINERY, ETO.

JACOB O. NEAFIR, JOHN P. LEVY, BEACH and PALMER Stroots. GIRARD TUBE WORKS AND IRON CO.

JOHN H. MURPHY, President, PHILADELPHIA, PA. And Sundries for Plumbers, Gas and Steam Fitters.
WORKS,
TWENTY-THIRD and FILBERT Streets. OFFICE AND WAREHOUSE, No. 43 North EIFTH Street.

PATENTS.

STATE RIGHTS FOR SALE. - STATE STATE RIGHTS FOR SAIR. STATE

Rights of a valuable Invention just patented, and for
the SLICING, CUTTING, and CHIPPING of dried beef,
cabbage, etc., are bereby offered for sale. It is an article
of great value to proprietors of hotels and restaurants,
of great value to proprietors of hotels and restaurants,
and it should be introduced into every family. STATE
RIGHTS for sale. Medal can be seen at TELEGRAPH
OFFICE, COOPER'S POINT, N. J.
5 27th
MUNDY & HOFFMAN.

A LENANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS.

No. 27 NORTH WATER STREET, 19826 PHILADELPHIA. BLUSH CATTELL.