THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAY, MAY 25, 1870.

hours:-

-25 P. M

4-25 P. M

RAILROAD LINES.

MORNING ACCOMMODATION.

At 8'16 A. M. for Reading, Lebanon, Harrisburg,

Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falls, Buf-falo, Wilkesbarre, Fittston, York, Carilsle, Cham-

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

Returning, leaves Philadelphia at 5-15 P. M.; ar-

Morning Express trains for Philadelphia leave

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

Harrisburg at 810 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 250 P. M., and Pottsville at 250 P. M., arriving at Philadelphia at

00 P. M. Harrisburg Accommodation leaves Reading at

7 16 A. M. and Harrisburg at 4 10 P. M. Connect-ing at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at

CHESTER VALLEY RAILROAD.

CHESTER VALUEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-80 A. M., 19-30, and 4-00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6-20 A. M., 12-45, and 5-16 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:20. 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 Perklomen Valley connect with trains at Col-

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains

from Philadelphia, returning from Mt. Pleasant at 7.00 and 11.00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central hailroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-mora, etc.

legeville and Schwenksville.

NEW.YORHISMS.

From Our Own Correspondent.

NEW YORK, May 25, 1870. RVLL Gone. It has vanished utterly. It is swept from the

face of the earth. It is demolished. I allude to the old dance-house of John Allen. It no longer exists. The heel of progress has mashed it. As a dance-house and a bucket shop its place knows it no more. John Allen, the least godly homo of New York, spent a good many happy and unhappy hours there. There he educated Ches-

ter, entertained clergymen, kept the place in the Bible with extracts from the Police Gazette, swallowed raw liquor, and worried down religion stewed, roasted, frozen, fried, panned, pickled, scalloped, and on the half-shell. There he swore one minute, prayed the next, and labored generally like Satan in Sunday clothes trying to be good. His life was made up of equal proportions of "Shoo-fly," "Can-can." Frou-Frou, and gin-and-milk slung together in a sort of julep. He was the champion penitent of the nineteenth century, and sank into peculiar sin one day that grace might abound the next. The revivalists buzzed around him like pious files around a wicked sugar-barrel, and he allowed them to feed on all the saccharine sanctity that was innate to his nature. Finally, after having been snatched from the burning several times, this interesting brand flung itself back again and blazed away in the sparkles of its own passions. He kept a temperance grocery, and drank rawer whisky than ever, and all his revival friends fell from him like slats dropping out of a broken blind. And now the very house which he erst glorified with his presence is torn down, and Kit Burns' rat-plt is the one surviving relic of the Water street uprising. Poor wickedest man! He paid the penalty of being a too candid publican, and had his vices vivisected because a Swedenborgian Bohemian needed a sensation.

Mr. Westen.

That ambitious youngster, Mr. Edward Payson Weston, began his noble pedestrian tour at fifteen minutes past midnight. While you are reading this the wires are probably informing you of how he progresses. Not being one of the reporters who sat up all night to see that there was "no deception," I say nothing on that matter. Besides, that astute judge of such things, Mr. Horace Greeley, informs the public that all is fair and square; so why should I harbor suspicion? For my part I think the \$1500 very laboriously earned. I would rather give twice that sum to Weston for doing what he proposes to do than one-half of it to either of those conceited cantatrices, Patti and Nilsson, for one evening's warbling. The arrangements for reporters are somewhat unique. Relays of gentlemen were expected to relieve each other from the hour the performance commenced to that in which it will be completed. Mr. Weston himself, up to the moment of beginning, seemed to be in good health and spirits, and firmly possessed of the notion that the \$1500 could be won. The attendance at the Rink this morning and afternoon promises to be unprecedentedly large.

Woman's Work.

When there is a Young Women's Christian Association perhaps an effort will be made to benefit the numerous girls and young women who wait in stores. Why should the young men be taken so much care of? Why should they be made so generally the subject of special lectures. special services, and special means of salvation?

Well, well! Perhaps the 7th Regiment is a little inflated; but, my good Brotherly Love citizens, this is not the way to knock the wind out of it. It would not have done you any harm to have hobnobbed for a few hours with those gentlemen. You would have felt better disposed after breaking bread and eating salt with them. A little flattery would not have spoiled them, for they have been used to it all their lives long. However, that is your business. It is for you to judge, not ALI BABA.

THE FENIANS ON DECK.

Reported General Rising of the O'Neill Wing-Departure of "Emigrants" from Newark,

In Newark, N. J., for some days past, a good deal of excitement has prevailed in Fenian circles rela-tive to a rumored contemplated general rising of the Fenian forces throughout the entire country. Everyfreman forces throughout the entire country. Every-thing was kept so profoundly quiet outside of the "rings" that little or no heed was paid to the utter-arces that would every now and then drop from the lips of certain well-known anti-Britishers. On Moncay a company of about forty-five men left Newark on board the thirty-five manutes-past-five train for New York via the Newark and New York road. The men were rather rough looking in exterior, and would readily pass for laborers, but for the fact that unmistakable signs of discipline and organization were apparent. They conversed together in groups and seemed very enthusiastic. One of the number had charge and was called "Captain" by all hands. When the tickets were collected he provided for all. Some of the "emigrants" were recognized as adven-turous young men who had not been employed for turous young men who had not been employed for many months past. Before starting each of the company was warmly bid adieu by an elderly gen-tleman, who slipped something, believed to be money, into each man's hand. It is stated on reliable authority that large sums of money were subscribed towards the cause on Sec. money were subscribed towards the cause on Sun-day by Newarkers, and it is stated that similar action has been taken in other towns and cities of New Jersey. The man who left yesterday dropped the words, "Well, we're off for the West at last." That a movement on Winnipeg has long been con-templated is beyond doubt a fact. A well-known ex-major in the United States army, of Newark, in conversation last evening said that everything had been arranged so quietly and so systematically that the leaders did not care much whether their movements became known or not.

SEIZING A CUBAN WAR VESSEL.

Two United States Vessels Hurried Out to Cap-ture the Steamer George B. Upton. The Brooklyn Navy Yard was a scene of activity

and busy preparation yesterday. Orders had been received from Washington, and it was soon runaored in York street that the department had decided to break up the Cuban expedition on board the George B. Upton. The Upton is an old, rickety vessel, at has been lying off the coast about ten days, taking abcard men and provisions, and making ready to sal for Cuba. She undertook to sail one day last week, but when a few days out some part of her machinery broke, and she was obliged to "put back" for

repairs. It is probable that Spanish spies, learning of this state of things, informed the authorities at Wash-ington, and hence the preparations yesterday. The steamers Catalna and Arnold were coaled up in steamers Catalon and Arhold were coaled ap in haste, a force of twenty men working continuously, not stopping even for dinner, until the tugs were ready to go. Fifty marines, with small arms, forty rounds of ammunition, blankets, and three days' rations, were marched aboard the vessels. Two howitzers were also taken aboard. The expedition sailed at about 5 o'clock yesterday

aitemoon. The officer in command had a sealed packet, which he was instructed not to open until to sail at the Navy Yard, but only two-the Catalpa and Arnold-sailed, leaving the Clinton awaiting orders. It was the opinion of some that the expedi-tion had something to do with unimportant revenue matters, and was not designed to interfere with the Upton. The Upton has about three hundred men, a few arms, and some ammunition. The friends of Cuta had hopes that the Upton might be repaired and well out at sea before the Catalpa and Arnold could reach Sandy Hook, since it was said the break in the Upton's machinery was not serious.

-The late Fenian scare in Canada is said to have cost the Dominion \$300,000. —According to Don Piatt, "the recording angel has no jurisdiction in the District of

Columbia." -The banks of Wolf river and its tributaries

RAILROAD LINES.

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

Fate At 6 80 A. M., 2 and 3:30 P. M. for Freehold. At 2 P. M. for Long Branch and points on R. and

At 32nd 10 A. M., 12 M., 2, 8:30, and 5 P. M. for

Trenton.

Trenton. At 6:30, 5, 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 11:39 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, 3:50, 5, and 6 P. M. for Trenton and Bristol, and at 10:45 A. M. and 4 P. M. for Brigtol

At 7:30 A. M., 2:30 5, and 6 F. M. for Morrisville and Tullytown.

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 Junetion. 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 M.; arrives in Pottstown at 615 P. M. REALING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 540 A. M. and 420 P. M., and Reading at 7 30 A. M. and 55 P. M., stopping at all way stations; arrive in Philadelphia at 1029 A. M. and 926 P. M. Frankford

FROM WEST PHILADELPHIA 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. Fare, 5:25. At 11:30 P. M., Emigrant Line. Fare, \$2:00.

9.30, and 11 A. M , 1.20, 2.45, 6.45, and 12 P. M. for Trenton. At 7, 9-30, and 11 A. M., 6-45 and 12 P. M. for

Bristol

Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornweils, 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 RALBOAD LINES.

BELVIDERE DELAWARE RAL ROAD LINES. FROM KENSINGTON DEFOT. At 730 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc. At 7 30 A. M. and 3:30 P. M. for Scranton, Strougsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. from Kensington Depot, for Lambert-ville and intermediate stations. CAMLEN & ND BURLINGTON COMPANY AND PEMBERTON AND HIGHTSTOWN RAIL-Market train, with a passeeger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsvilie at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

PEMBERTON AND HIGHTSTOWN RAIL-

RUADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford,

Masonville, Hainesport, and Mount Holly. At 7 A. M., 2 15 and 6 30 P. M. for Lumberton and Medford.

At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemberton. 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, Im-

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

N ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. Takes effect May 16, 1870. TORTH PENNSYLVANIA RAILROAD.

Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-700 A. M. (Accommodation) for Fort Washing-

more. etc.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

R EADING RAILROAD-GREAT TRUNK LINE trom Philadelphis to the interior of Penn-sylvania, the Schuvikill, Susquenanna, Cumber-land, and Wyoming Valleys, the North, North-west, and the Caradas. SPRING ARRANGEMENT Of Paisenger Irains, May 16, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours-AFTER S P. M., SUNDAY, MAY 1, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET 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 one square of the At. 7:30 A. M. for Reading and all intermediate mations, and Allentown. Returning, leaves Read-ing at 0:35 P. M.; arrives in Philadelphis at 9:25 P.M. MURNING EXPRESS.

Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

will receive attention. TRAINS LEAVE DEPOT, VIZ.:--Mail Train Paoli Accommodat'n, 10:30 A. M., 12:50 and e:50 P. Fast Line and Eric Express Harrisburg Accommodation Lancaster Accommodation Paoli Commodation Lancaster Accommodation Commodation East Perneylvania Raliroad trains for Allentown, etc., and the 8'15 A. M. train connects with the Lebreen Valley train for Harrisourg, etc.; at PORT CLINTON with Catawissa Raliroad trains for Williamoport, Lock Haven, Elmira; etc.; at HARKISBURG with Northern Central, Cumber-land Valley, and Schuyikilland Susquenana trains for Northumberland, Williamsport, York, Cham harshurg, Pinegrova, etc. Parkesburg Train Cincinnati Express Erie Mail and Pittsburg Express 945 P 8.00 P. Way Passenger Pacific Express Frie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun- for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS.
 Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Kairoad trains for Columbia, etc. POTTSTOWN AUCOMMODATION.
 Leaves Pottstown at 6:25 A. M., stopping at in-termediate stations; arrives in rhiladelphia at 8:40 A. M. Returning, leaves rhiladelphia at 4:00 P.
 M: arrives in Pottstown at 6:16 P. M. day night passengers will leave Philadelphia at 8

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

THAINS ARRIVE AT DEPOT, VIZ.:-Paoli Accommodat'n, 8'29 A. M., 3'50 and #'25 P Parkesburg Train 900 A. Fast Line, Buffalo Express 903 A. Lancaster Train 1255 P. Southern Express 700 P. . 9.00 A. M. 9.85 A. M. 12.85 P. M. 12.85 P. M. 7.00 P. M. 7.00 P. M. 2.65 P. M. 9.50 P. M. Southern Express Lock Haven and Elmira Express 700 P. M Pacific Express 700 P. M Harrisburg Accommodation 9560 P. M For turther information apply to JOHN F. VANLEER, J.a., Ticket Agent. No. 961 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot.

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 Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contrast.

4 29 General Superintendent, Altoona, Pa. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 345 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at

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

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

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

Wimington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. and Stehnher's Run. Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Ciaymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. and Sten.mer's Run.

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 525 A. M. and 11-25 A. M., passing Reading at 7-23 A. M. and 127 P. M., arriving at New York 12-05 noon jand 6-00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Pittsburg without change. A Mail train from New York leaves Harrisburg at 8-10 A. M. and 256 P. M. Mail train for Harris-burg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:80 and 11:30 A. M.,

M. THOMAS & SONS, NOS. 189 AND 14 S. FOURTH STREET.

AUD FION SALES,

Extensive Sale at the Auction Rooms. SUPERIOR HOUSEHOLD FURNITURE, MIRRORS CARPELS, ETC., ETC. On Thursday Morning, May 25. at 9 o'clock, at the suction rooms, a large casoriment of superior heusehold furniture, mirren, heidding, china and glassware, refrigerators, stores, carpets, etc., etc.

SILVER PLATE BY OHDER OF EXECUTOR RLEGANT DIAMOND JEWELRY, SILVER TEA SET, FTC. On Thursday, May S, at 12 o'cicck, at the suction rooms, by order of executor, silver tea set, 5 pieces; 5 dozen spoons, 5 dozen forbs, ladles, napkin rings, etc., etc. Also, for other account, elegant silver toa set, 5 pieces: harge silver pitcher; elegant diamond jawalry, consisting of sarrugs, broccaes, crosses, single stome and cluster tings, pins, etc. (EC. 532 ft

May be examined on Wednesday, from 10 to 3 o'cle

BUNTING, DURBOROW & CO., AUCTION -NERB, Nue. 252 and 254 MARKET Street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMENTIC DRY GO DS. On Thursday Morning, May 26, at 10 o'clock, on four months' credit. 5 20 50 3

LARGE SALE OF CARPETINGS, 500 ROLLS WHUTE, FFD CHECK AND FANOY CANTON MATTINGS, ETC. On Friday Morning. May 27, at 11 o'clock, on four months' credit, about 200 pieces ingrain. Venetian, list, hemp, cottage, and rag carpetings. Canton mattings, oil cloths, etc. 5 % is 54

LARGE SALE OF FRENCH AND OTHER EURO PRAN DRY GOODS. On Monday Morning. May 30, at 10 o'clock, on four months' credit, including an important special sale of 500 cartons bonnet and saah ribbons, by order of Messra SOLELIAC FRERES. And two other well-known importing houses. 6254t

SALE OF 2000 CASES BOOTS, SHOES, HATS, ETO On Thesday Morning. May 31, at 10 o'clock, on four months' credit. 5 25 5t

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. E. SCOTT, Jr., Anctioneer, No. 1117 CHE5NUT Street, (Girard Row).

STILL ANOTHER GREAT FURNITURE SALE. We have received instructions from Messrs. RIOH-MOND & CO., of No. 45 N. Second street, owing to a dissolution of the long established firm to offer at public sale their enormous steck of fine Furniture, amounting to \$50 cm to \$50,000.

On Wednesday and Thursday, May 25 and 26, at 10 o'clock A. M. each day. Particulars hereafter.

ogues.

517 St THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Striet, rear entrance No. 1107 Sansom street. IMPORTANT SALE OF FIRST CLASS CABINET FURNITURE. No. 1207 Chesnut street J. PENNY will make his second grand spring sale of superior Cabinet Ware and Upbolatery. On Thursday Morning. May 26, at 10 o'clock, at his wareroom, No. 1307 Ches-nut street. The stock consists of Exquisite parlor suits of the latest styles. Rich and elegant chamber suits. Superb library, sitting-room, and dining room suits. Entirely of his own manufacture. The furniture is now ready for examination, with cata-logues. 542 fz

 Iogues.
 5 24 2t

 Sale at No. 1110 Chesnut street.
 NFW AND SECOND. HAND HOUNGHOLD FURNI-TURK, Elegant Drawing.room and Library Suits, Rich Chamber Suits, Piano-fortes, Large Mirrors, Fine Vel-vet, Erussels, and other Carpets, Spring Mattreases China, Glassware, etc.

 Msy 27, at 10 o'clock, at the auction rooms. No. 1119 Chesnut street, will be sold, by catalogue, a large assort-ment of new and second hand rurniture, comprising draw-ing room and library suits, in brocatelle, plush, and terry; large and elegant chamber suits of latest designs, with wardrobes to match; extension dining tables, sideboards and buffets, marble to ps; centre and bouquet tables; vel-vet, Erossels, and ungrain carpets; spring mattreases, china and glassware, otc.

 PIANO-FORTES.- Also, at 1 o'clock, will be sold seven rosewood planos, by celebrated New York, Boston, and Philadelphia manufacturers.

 MIROHS.- 5 large French plate mirrors, with console tables, mertie tops.

 MIRONS.- 5 large French plate mirrors, with console

 Tables, mertie tops.

tables, mistore tops. ENCYCLOPEDIA BRITANNICA.-Also, Encylope-dia Britansica, complete in 25 volumes, bound in calf FOWLING PIECES-Also, 2 fine stub twist fowling

picces, cost \$300 each. SEWING MACHINES.—Alsc, 14 second-hand sowing 525 25

T. A. MCCLELLAND, AUCTIONERS No. 1919 CHESNUT STREET.

Is the male soul of any more value than the female? Don't stores in which girls and women are almost exclusively employed stand quite as much in need of being closed at 8 o'clock on Saturday afternoons as stores do where young men and boys officiate? Yet who ever hears of the girls and women being granted the habitual half holiday at the end of the week? Woman's notorious endurance has become a reason for piling upon her sufferings beyond it. The camel's back will bear much, and the straws are multiplied. Think of a woman standing from eight in the morning until eleven at night! Contemplate these fifteen hours of SECURITY FROM LOSS BY BURGLARY, statnesque agony. Realize to yourself the back with a break in it, the failing legs, the sore and swollen feet, the eyes dazed with incessant glare, the brain bewildered with perpetual rattle and hum, the heart irritated with a hundred disappointments in the effort to sell, and dispirited under the sense of miserable wages and the prospect of an unbettered future. Yes, these are the tortures which the shop-girl writhes under all the year round, without respite. The dollar stores along Broadway are the most illustrious examples of this brilliant barbarity of fortune-makers, a barbarity which manufactures wealth out of the very blood and tears of weak, white slaves. The Women's Rights' Association could perhaps do something for these victims. No doubt clerks and salesmen do suffer enough in a similar way, but their part has been already taken. Improvement has set in for them, and it is time the condition of the women should be ameliorated. The impudence of the New York saleswoman has become proverbial; but show me the woman who is compelled to be on her feet the greater part of the day, compelled to knuckle under to the caprices of scores of customers, and if she become not "piert" in time, she must indeed be a first-class angel in crinoline, or an A No. 1 heroine out of Grace Aguilar's novels. Let the women as well as the men have an Early Closing Association. Because women can endure so much, and do endure it uncomplainingly, don't imagine that the agony can't be piled too high. Disease and death among female employes are the stock from which too many business firms realize fortunes.

Where Is He?

It may be a joke-for the sake of Mr. Fryer I hope it is, but that gentleman is said to have been mysteriously missing since May 14. He is the agent of the Carlotta Patti troupe, and accompanied that lady during her recent tour South and West. This is emphatically an age when people are privileged to mysteriously disappear and furtively come to the surface again, and perhaps Mr. Fryer, for reasons best known to himself, has availed himself of this perquisite of the era in which he flourishes. Perhaps, on the other hand, his name is to be added to the list of credulous Englishman who think they can go out in this country to take walks before breakfast with the same impunity with which they can do so in the old country, but who find, to their dismay, that we manage things differently here, and that such audacious innovators upon American institutions usually pay the penalty of their folly, and are never heard of more. Mr. Fryer was a genial gossip, and a right good fellow-and I hope this description will lead to his identification.

Not for Philadelphia. So Philadelphia snubs our 7th Regiment. Won't allow it to visit her. Mayor Fox vetoes the bill passed by the Common Council inviting it to go thither! And one branch of the Council unanimously

endorses the veto!

vielded 140,000,000 feet of pine to Wisconsin during the past winter. -One load of grain amounting to 100,009 bushels was sent down the Mississippi from

Dubuque, Iowa, the ather day. —The editor of the Council Bluffs Times counted seventy-seven female gum-chewers on the street within fifteen minutes. —A Texan "freedman of color" gives exhibi-tions of legerdemain, accompanied by "an ad-

dress which occupies about three hours and a half.'

SAFE D	DEPOS	IT OC	OMPANIES.
			DV DITDAT A

ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust, and Safe Deposit Company,

'OF PHILADELPHIA. IN THEIR

New Marble Fire-proof Building. Nos. 329-331 CHESNUT Street.

Capital subscribed, \$1,000,000; paid, \$550,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BUR. GLAR-PROOF VAULAS, at prices varying from \$15 to \$75 a year, according to size. An extra size for Corpora-tions and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST. at three per cent, payable by check, without notice, ar at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished. e in all parts of H arope,

INCOME COLLECTED and remitted for one per cent

The Company act as EXECUTORS, ADMINISTRA. TORS, and GUARDIANS, and REUEIVE and EXE. CUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

C. H. ROBERT PATTERSON	BROWNE, President. OLARK, Vice-President. Secretary and Treasurer.
N. B. Browne, Clarence H. Clark, John Weish, Charles Macalester, Edward W. Clark,	CTORS. Alexander Henry, Stephen A. Caldwell, George F. Tyter, Henry C. Gibson, J. Gillingham Fell, ratt McKean. [513/mw]

	FURNITURE.
	RICHMOND & CO
	FIRST-OLASS
C	RNITURE WAREROOMS
	No. 45 SOUTH SECOND STREET,

RAST SIDE, ABOVE OHESNUT,

116					PHILADRLPHIA						
w	I	L	L	1	M	F	A	R	8	0	N'S
							1	-	Concerned in the	11 mm	

Improved Patent Sofa Bed Makes a handsome Sofa and comfortable Bed, with Spring Mattress stached. These wishing to scenomize room should call and examine them at the extensive first-class Furniture Warercoms of



No. 228 S. SECOND Street. Also, WILLIAM FARSON'S PATENT EXTENSION. TABLE FASTENING. Every table should have then on. They hold the leaves firmly together when pulled about the room. 3 Isomwike URNITURE F.

Selling at Cost,

No. 1019 MARKET Street.

G. R. NORTH. 4 18 8m PAPER HANGINGS, EIO.

OOK! LOOK !! LOOK !!!-WALL PAPERS L and Linen Window Shades Manufactured, the cheapest n the city, at JOHNSTON'S Depot, No. 1021 SFRING GARDEN Street, balow Elsventh, Branch, No. 207 FEDERAL Street, Camdan, New Jersey.

7:00 A. M. (Accommodation) for Fort Washington. At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazletoh, Pittston, Towand, Waverley, and in connection with the ERIER Alcow Y for Buffalo, Niagara Falls, Rochester, Cleveland, 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, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountais, and N. J. Central and Morris and Fssex Railreads.
11 A. M. (Accommodation) for Fort Washington.

11 A. M. (Accommodation) for Fort Washington. 1'16, 3 30, and 5'20 P. M., for Abington. 1'45 P. M. (Express) for Bethlehem, Easton, Al-

lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazleton. 230 F. M. (Accommodation) for Doylestown. At 320 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 Washington Washington.

Washington. The Flith 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

Bethlenem at 8 05, and 10 50 and 7 05 P. M. Doylestown at 8 25 A. M., 4 49 and 7 05 P. M. Lansdale at 7 30 A. M. Fort Washington at 9 20 and 11 20 A. M., 3 10 and

P. M.
Abington at 2°35, 4°55, and 6 45 P. M.
UN SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Boylestown at 2 00 P. M.
Philadelphia for Fort Washington at 8 30 A. M. and 7.00 P. M.

hd 700 P. M. Loylestown for Philadelphia at 630 A. M. Bethlehem for Philadelphia at 400 P. M. Fort Washington for Philadelphia at 930 A. M.

Fort Washington 1. and 810 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 Philadelphis and Erie Rall-road run as follows from Pennsylvania Rallroad Depot, West Philadelphia:-

WESTWARD. MAIL TRAIN leaves Philadelphia • 9:85 P. M.

\$6	14 Willia	msport -	7.40 A. M.
	arrives at Eri	8	8-20 P. M.
ERIE EXPRES		adelphis 1	1.40 A. M.
66	4 WII	liamsport .	9.00 P. M.
84	arrives at]	Erie - 1	0.00 A. M.
ELMIRA MA	IL leaves Phil	acciphia -	7.60 A. M.
	44 W.1	liamsport	6.00 P. M.
85	arrives at L	ock Haven	7-20 P. M.
	BASTWAL		
MAIL TRAIN			8.40 A. M.
11		msport -	9.25 P. M.
\$5	arrives at Pni		
ERIE EXPRE	SS leaves Erie		4.00 P. M.
65	M WII	liamsport	8.30 A. M.
66	arrives at P	hiladelphia	12 45 P. M.
ELMIRA MAI	L leaves Leck	Haven .	8.00 A. M.
	" Will	Inmsport	9 45 A. M.
55	arrives at P	hiladelphia	6 50 P. M.
BUFFALO EX			
11	" Ha	rrisburg .	6-20 A. M.
64	arrives at i	hiladelphia	9-25 A. M
Express Eas	t connects at	Corry, Ma	Il East of
Corry and Ir with trains of	vineton, Espr	ess West at	Irvington
with trains o	f Ofl Greek	and Allegh	env River
Railroad.	Al	FRED L. T	VLER.
Assess of the set		eral Superin	
		arear is appertun	
WEST	JERSEY	RAILI	CADS.
YY			
COMMEN	CING MOND.	AY, APRIL	4, 1870.
Leave Phila	delphia, foot	of Market str	teet (upper
ferry), at			
8.00 A. M., N	tall for Bridge	ton, Salem.	Millville
Vineland, Swe	edesboro, and	intermediat	e stations
11:45 A. M.,	Woodbury Ac	commodatio	n.

11'45 A. M., Woodbury Accommodation. 3'15 P. M., Mail for Cape May, Millville, Vine-land, and way stations below Glassboro. 3'30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 5 45 P. M., Accommodation. Woodbury, Glass-boro, Clayton, Swedesboro, and way stations. EXTRA TRAIN FOR CAPE MAY. (Saturdays only.)

(Saturdays only.) Leave Philadelphis 8 06 A. M. Leave Cape May 1.10 P. M. Freight Train leaves Camden daily at 12 o'clock noon. Freight received in Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 228 S. Delaware avenue. Commutation tickets at reduced rates between Philadelphia and all stations.

Philadelphia and all stations. 816 WM. J. SEW LL, Superintendent.

JOHN FARNUM & CO., COMMISSION MER-chants and Manufacturers of Conestors Ticking, etc., No. 203 CHESNUT Street, Philadelphi 1 wfmi

and 0.50 P. M., returning from Tamaqua at 8.35 A. M., and 1.40 and 4 50 P. M.

M., and 140 and 4 50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 8556 A. M. for Pinegrove and Harrisburg and at 1205 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3 40 P. M., from Brookside at 3 46 P. M., and from Tremont at 6 25 A. M. and 505 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West

to all the principal points in the North and West

 For A. M. and a so P. M. trains for Battinore Central Railroad.
 From Baltimore to Philadelphia.—Leave Baltimore 7:26 A. M., Way Mail; 7:40 A. M., Express; 2:36 P. M., Express; 2:36 P. M., Express; SUNDAY TRAIN FROM BALTIMORE. and Canadas. Excursion Tickets from Philadelphia to Reading 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 intermediate stations by Reading and Pottsville and intermediate office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphis, or of G. A. Nicolls, General Superinterdent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

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, leit West Grove at 3:55 P. M. Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Unien Transfer Company. H. F. KENNEY, Superintendent. 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

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after THURSDAY, April 21, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9°06, 10, 11, 12 A. M., 1°20, 2, 3%, 5%, 4, 4%, 5°05, 5%, 6, 6%, 7, 8, 9°20, 10°05, 11, 12 P. M. Leave Germantown 6, 6°55, 7%, 8, 8°20, 9, 10, 10°50. will be furnished with caros entitling themselves

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 strates

Leave Germantown 6, 6.65, 7%, 8, 8.20, 9, 10, 10.60, 12 A. M., 1%, 2, 3, 3.50, 4%, 5, 5%, 6, 6%, 7, 8, 9.20, 16, 11 P. M.

the Ticket Office, at Thirteenth and Gallowhill 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 Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4°35 A. M., 12°30 noon, 5 and 7°15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 P. M.

CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 3%, 5%, 7, 9°20, and 11 P. M Leave Chersut Hill 7°10, 8, 9°40, and 11°40 A. M., 1°40, 3°30, 5°40, 6°40, 9, and 10°40 P. M. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2 and 7 P. M. Leave Chesnut Hill at 7°50 A. M., 12°40, 5°40, and 9°25 P. M. 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-W ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:-FROM PHILADELPHIA.

645 A.M., for B. C. Junction, stops at all stations. 745 A.M., for West Chester, stops at all stations

west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

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 stationa.
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4:45 P. M. for West Chester stops at all stations.
4:45 P. M. for Stational transformation of the P. & B. C. R. R.
5:50 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

Station.
FOR UONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia 6.7%, 9, and 11 05 A. M., 1%, 3, 4% 4, 5%, 6% 505, 10, and 11% P. M.
Leave Norristown 5%, 6°25, 7, 7%, 8°50, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M.
UN SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Norristowa 7 A. M., 1, 6%, and 9 P. M.
FOR MANAY UNK.
Leave Philadelphia 6, 7%, 9, and 11°05 A. M., 1%, 3, 4%, 5, 6%, 5%, 10, and 11% P. M.
Leave Philadelphia 6, 7%, 9, and 11°05 A. M., 1%, 4%, 5, 6%, 5%, 5%, 10, and 11% P. M.
Leave Manayunk 6, 6°55, 7%, 8°0, 9°20, and 11%
A. M., 2, 8%, 5%, 2%, and u P. M.
Icave Manayunk 6, 6°55, 7%, 8°0, 9°20, and 11%
A. M., 2, 8%, 5%, 10, and P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 7% A. M., 1%, 6% and 9% P.M.
PL' MOUTH RAILRUAD.
Leave Philadelphia 7% A. M. and 5 P. M.
Leave Flymouth 6% A. M. and 4% P. M.
The 7% A. M. train from Norristown will not stop at Mozee's. Potts Landing, Domino, or Schur's Lane. The 5 P. M. troin from Philadelphis will stop only at School Lane, Manayuak, and Consho hocken.
Tassengers taking the 7, 9%, and 11 A. M. trains from Ninth and Green streets will make close connections with the trains for New York at In-

6 to P. M. for West Chester stops at all 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.
8-25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7-40 A. M. from West Chester stops at all stations be-tween W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. E. R.

Port Deposit, and all stations on the P. & B. C. R. R.
Stis A. M. from B. C. Junction stops at all stations.
1050 A. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
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105 P. M. from West Chester stops at all stations.
105 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.
100 P. M. from M. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
105 S. M. from West Chester stops at all stations.
106 A. M. for West Chester stops at all stations.
107 SUNDAYS.
108 A. M. from West Chester stops at all stations.
108 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
100 P. M. from West Chester stops at all stations.
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100 P. M. from West Chester stops at all stations.

animal articles and you grown have at 0 hours in

man's, and Magnolia. Passengers for Fortress Monroe 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 Dela-For sonal attention given to alles of Household Furn ture at dwellings. Public sales of Furniture at the Auction Rooms, No. 1919 CHESNUT Street, every Monday and Thursday. For particulars see Public Ledger. N. B.- A superior class of Furniture at private sale. ware Kailroad for Harrington and intermediate stations. Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00

16, 11 P. M. The 8-20 down train, and 3% and 5% up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2, 4-05, 7, and

CHESNUT HILL RAILROAD.

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

FOR CONSHOHOCKEN AND NORRISTOWN.

from Nibth and Green streets will make close connections with the trains for New York at In-

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. 6 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAIL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 425 P. M., on arrival of trains from Baltimore. OXFOHD at 605 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., 435 P. M., and 649 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD, 49 General Superintendent.

General Superintend

Station

Leave Wilmington 645 and 810 A. M., 200, 400, and 715 P. M. The 810 A. M. train will not stop between Chester and Fniadelphia. The 715 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 460 P. M. will connect at Lamokin Junction with the 700 A. M. and 430 P. M. trains for Baltimore Cen-ral Baltimed

LIPPINCOTT, SON & CO., AUCTIONEERS

BY BARRITT & CO., AUCTIONEERS OASH AUCTION HOUSE, [11 24] No. 280 MARK FT Street, corner of Bank street. Oash advanced on consignments without extra charge.

PERFMPTORY SALE OF 600 CASES BOOTS. SHOES, HATS, CAPS. etc., by catalogue; also, 200 cases new style Straw Goods, Artificial Flowers, etc. etc.

etc. On Thursday Morning, May 26, commencing at 10 o'clock, 5 23 3t

IN LOUISVILLE, KY

W. GEORGE ANDERSON. H.C. STUCKY. THOMAS ANDERSON & CO.

Established 1826). AUCTIONRERS AND COMMISSION MERCHANTS. LOUISVILLE, KY. Business strictly Commission. All suction sales exclu-sively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, aboes, and hats every Thursday.

Thursday, Regular auction sales of dry goods, clothing, carpets notions, etc., every Wedneeday and Thursday. [3 19 6m

RAILROAD LINES.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will

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

For PORT DEPOSIT at 7 A. M. and 4'50 P. M. For OXFORD, at 7 A. M., 4'50 P. M. and 7 P. M. For OXFORD, at 7 A. M., 4'50 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.

Train leaving Philadelphia at 7 A. M. connects at

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 605 A. M., and leaving Port Deposit at 925 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. R. 42

ROOFING.

R E A D Y R O O F I N G .-

AP This Booling is scapted to all buildings. It can be applied to STEEP OB FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoid-ing the damaging of ceilings and furniture while under-come repairs. No gravel used.) FRESERVE YOUR TIN ROOFS WITH WELTON FRESERVE YOUR TIN ROOFS WITH WELTON I am always prepared to Repair and Paint Roofs at abo notice. Also, PAINT FOR SALE by the barrel or gallon the best and cheapest in the market. 175 No. 711 N. NINTH Street above Coates.

A. TIN, COPPER, AND IRON ROOFERS,

No. 1624 SOUTH Street and No. 221 RIOGE Avenue. Patentees of the SPIRAL EXPANSIVE CONDUCTOR SPOUT. This spout has by a two years' trial proved to be

a success, baving put up some 500 stacks, every one of which has given entire satisfaction. It is a spiral coil, thus dispensing with the upright seam, which lovariably

breaks first in the spout. We guarantee it to be firm, more durable, to bear more freezing, and cost less than any other good spout. Roofing and Guttering at reason-able prices. Old Roofs Repaired and Painted. [5 21 1m

TO BUILDERS AND CONTRACTORS.-We are propared to furnish English imported ASPHALTIO ROOFING FELT in quantities to suit. This roofing was used to cover the Paris Exhibition in 1867. MURPORANT & CO.

STEAMBOAT LINES.

FOR CHESTER, HOOK, AND WILMINGTON.—The steamer S. M. FRL-TON leaves OHERNUT STREET WHARP at 10 A. M. and 13'50 P. M.; leaves WILMINGTON at 6'30 A. M. and 13'60 P. M. Fare to Wilmington 15 cents Excursion Tickets, 25 cents. Chester or Hook 10 cents; Kacursion Tickets, 15 cents. 55 im

DIVORCES.

A BSOLUTE DIVORCES LEGALLY OB-tained in New York, Indiana, Illinois, and other States, for persons from any State or Country, legal every where : desertion, drunkenness, non-support, etc., suff. cient canner : no bublicity : no charge until divorce ob-tained. Advice free. Business established fifteen years Address. M. HOUSE, Attorney, Bullem No. 78 NASSAU Street, New York Oils

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Nos. 517 and 519 MINOR Street.

C. SMITH & CO.