Republican says:-On the night of July 1, 1867, Major-General Thomas Francis Meagher, acting Governor of Montana, fell over the bulwarks of the steamer Thompson into the Missouri river, at Fort Benton, and was drowned. The wife of General Meagher offered \$1000, and the Territory of Montana \$5000 additional, for the recovery of the remains. But although every effort was made to recover the body, no trace of it could be found.

Finally, all search was given up as useless and Mrs. Meagher returned to New York without the sad consolation of being enabled to give the relics of her famed husband honorable obsequies. In the month of August, 1867, James Tobin, of Yankton, Dakotah, with six companions, proceeded up the Missouri river, intending to reach the gold mines in the mountains of Montana. Above Fort Buford their boat struck upon a rock and was broken so as to be unserviceable. While waiting to remedy the evil they met an old pioneer who was engaged in felling timber and poisoning wolves. They invited him to join their company, and proceed further up the river; but the old man declined on the ground that the Indians in the region they proposed going to were on the war path. In the course of conversation the pioneer stated that the day previous to meeting the party he had given burial to the body of a white man, which he had found floating in the stream of the Missouri, near the left bank. The remains were those of a gentleman apparently about forty years of age, stoutly built, with dark hair, turning grey and slightly curled; a thick brown mustache and imperial. marked and massive features, and having altogether the appearance of being all that was mortal of an army officer. The remains were attired only in a shirt and drawers, and were slightly decomposed. The old man showed the party the mound where lay buried the body, and they marked the spot. The pioneer had heard nothing of the melancholy fate of the acting Governor, and thought no more of the affair, because he did not know there was a reward offered for the body of Meagher.

James Tobin knew General Meagher when in the flesh, and had learned before leaving Yankton of his untimely death. He became convinced, from the pioneer's description, that the remains consigned to earth by the lonely river were those of the famous but bapless commander of the New York Irish Brigade. He told as much to his companions, and they agreed to send the news to the Territorial Government at Virginia City. The next day Tobin left his companions to go bunting with the aged pioneer, hoping to return before evening. By some accident the hunters were delayed longer than they anticipated. Returning whence they left, on the succeeding morning, what was their horror to find the mutilated corpses of the five men they had left but a few hours previously in health and vigor. Evidently the murdering Indians of that region had come upon the luckless party while they slept, and so mur-dered and mutilated them. The survivors dug a trench near the grave of Thomas Francis Meagher, and laid the five victims side by side. Then Tobin and the pioneer struck northward, out of the Indian track, and after months of wandering reached the white settlements in Washington Territory. From thence they came down to Helens, Montana, but could get no one to take an interest in the matter, most of the people thinking they were impostors.

About six weeks ago Tobin returned to Yankton and told his tale to Charles Collins, Esq., of the Sioux City Times. That gentleman, knowing Tobin to be an honest man, published a portion of his statement, and sent an account of it to the present government of Montana Territory. The officials being busied with other matters, and all General Meagher's friends being out of office, took no heed of the matter. Therefore Mr. Collins offers to be one of an exploring party to go up to Fort Buford and investigate the affair. He and Tobin have little doubt that the dead man found by the pioneer in August, 1867, was no other than General Meagher. The reasons for believing this are many. First, the pioneer had heard nothing whatever of the catastrophe, and did not even know that Meagher was Governor of the Territory. Second, his description of the remains tally with the appearance of the dead soldier, whose personnel was known perhaps better to millions of our Irish citizens than that of any man, living or dead. Third, General Meagher fell overboard the Thompson after 10 o'clock, on the night of his drowning. He had re-tired to rest, divesting himself of everything excepting the garments found upon the floating body one month afterwards-a shirt and drawers. Fourth, the story can be substantiated on oath, and Tobin will accompany any committee to the scene of massacre, and point out the graves of his hapless companions and that of the luckless Irish soldierorator. Mr. Tobin wants no reward, and will form one of the committee from purely patriotic motives.

Incidentals.

-It has been ascertained that Mrs. Robert Stewart was killed in Rochester the other day, not by the explosion of coal-gas in her cooking stove, but by the explosion of powder. She had used a powder-keg, left in the house by a former tenant, to deposit some coal in, and when she poured this upon the fire the explosion

-The Raleigh (N. C.) Standard complains of frequent acts of incendiarism in that State, and cries that "Anarchy threatens—it has invaded surrounding counties, and may, like the resirocco of war, stamp its feet and illumine the streets of our cities with the flash of the disguised murderer's pistol, or the gleam of the

midnight torch. —A Quebec paper does not suppose that three men in all Canada seriously expected the Americans to offer the Canadian Government the use of the Sault Ste. Marie Canal for the purpose of adding the Red River country to the Dominion, but says that had not the request been made the charge of extravagance in carrying forward the expedition would have been brought against the Dominion Government.

-A bill has been introduced in the Connecticut Legislature, and will probably pass, providing that married women shall have exclusive control of all property of any description be-longing to them, and of all the rents, interest, and income accruing therefrom. They be responsible for all contracts entered into by them; and should a woman die, her husband

surviving, he is to be entitled to a life estate in one-third (an) (where real and personal estate.

—There has rocen trouble and disquietude among the officers of the Quebec volunteer militia. An objectionable officer was appointed to a temporary command, and so enraged were they, when their protests were disregarded, that they all resigned. Their resignations were accepted on Saturday last, and thereupon a Quebec correspondent wrote:—"This will cause the complete disbandment of the finest body of volunteers in this district. They were never before in such high discipling. Their intention is to form independent rifle associations formed into companies and the officers to purchases arms and uniforms. The feeling is intense here."

WISHART'S COLUMN

THE MEDICAL PRO-

PERTIES OF TAR.

The pine tree has long been known to pos sess valuable medical properties. For pulmonary diseases it is doubtful whether and remedy has as yet been discovered equal to it. It seems to change and renew the very structure on which it acts, and to infuse into the system an indescribable power equal to the natural power before disease had even taken hold of the body, so as to make, as it were, an entirely new tissue, and to give a newness of life and energy which one who has been sick a long time knows the value of but cannot fully describe. The great objection, however, to all tar preparations has been their unplea

sant taste, and consequent liability to sickness and nauseate the stomach. We have before us, however, a preparation of the kind referred to, which obviates all these objections, and is as agreeable to the palate as it is valuable in the cure of disease. We mean "Dr. Wishart's Pine Tree Tar Cordial," a real, genuine, bona fide medicinal cordial, distilled from the pine tree by a process known only to the Doctor himself, the sale and popularity of which are only equalled by the amount of suffering it has relieved, and the number of diseases it is so well calculated to effectually cure. In the Pine Tree Tar Cordial the invalid may be sure he has a remedy of very extraordinary power for throat and lung affections, and when taken in conjunction with the "Great American Dyspepsia Pills," an infalli-

In our sphere as publishers we feel some degree of cautiousness in what we recommend to our readers, but when we know of anything of value to the public we shall not hesitate to make it known through our columns. We advise those of our readers who are suffering from dyspepsia, etc., to give Dr. Wishart's celebrated remedies a trial.

ble cure for dyspepsia, liver complaint, sick

headache, and the many ailments arising from

a disordered state of the liver and digestive

A medical expert, holding honorable collegiate diplomas, devotes his entire time to the examination of patients at the office parlors. Associated with him are three consulting physicians of acknowledged eminence, whose services are given to the public free of charge.

This opportunity is offered by no other in-

stitution in the country. Thousands of certificates of absolute cure (when all else failed to afford relief), as well as recommendatory letters without number, have been received by Dr. Wishart, the proprietor, attesting the uniform success with which they have been employed. Many of said letters are from the highest sources, including eminent statesmen, Governors, State judges, clergymen, etc.-men slow to be convinced, prejudiced perhaps at first, but feeling themselves under a sense of duty bound to tell the Doctor what they had done for them and to recommend them to others. The Great American Dyspepsia Pills and Pine Tree Tar Cordial are sold by all druggists throughout the world. They can also be obtained at Dr. WISHART'S GREAT FAMILY MEDICINE STORE, No. 232 North SECOND Street, Philadelphia, where a successful practising physician can be consulted each day, free of charge. Those in need of professional aid or counsel will do well to make a note of the above. Communications by mail, soliciting professional advice, will be considered strictly confidential and promptly answered, free of charge. The most complete stock of Family Medicines, Hair Preparations, Perfumery, etc., in the city. Give us a trial Address alt

L. O. C. WISHART,

communications,

No. 232 NORTH SECOND STREET,

PHILADELPHIA

RAILROAD LINES.

1870. FOR NEW YORK—THE CAMDEN ton Railroad Companies' Bloss from Philadelphia to New York and Way Places. FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom. \$2:25 At 8 A. M., via Camden & Jersey Ultv Ex. Mail 3:60 At 2 P. M., via Camden and Amboy Express. 3:90 At 3 30 P. M., via Camden and Jersey City, Accommodation. 2 26 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 and 10 A. M., 12 M., 2, 8:30, 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, Delance, 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, 8 td Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 7, and 11:30 P. M.

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 Bristol 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 Holfresburg Junction.
At 7 A M., 1, 6-15, and 7-80 P. M. for Bustleton, Hölmesburg, 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

FROM WEST PHILADELPHIA DEPOT,

Via Connecting Railroad.
At 7, 9:30, and 11 A. M., 1 20, 2 4e, 6 45, and 12 P.
L. New York Express Lines, via Jersey City. Fare, \$3 76.

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

At 7, 9 30, and 11 A. M., 1 20, 2 45, 6 45, and 12 P. M. for Trenton M. for Trenton
At 7, 9:30, and 11 A. M., 6:45 and 12 P. M. for
Bristol.
At 12 P. M. (night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torresdale,
Holmesburg, Junction, Tacony, Wissinomizg,
Bridesburg, and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run
delly All others Sundays excepted. daily. All others Sundays excepted. BELVIDERS DELAWARE RALLROAD LINES. ELVIDERE DELAWARE RAL-ROAD LINES.
FROM KENEINGTON DEPOT.

At 7:30 A. M. for Ningara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, O-wego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Raston for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. from Kensington Depot, for Lambert-At 5 P. M. from Kensington Depot, for Lambert-ville and intermediate stations. CAMLEN AND BURLINGTON COMPANY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

PROM MARKET STREET PERRY (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. Moorestons 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 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Im-

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEEN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 18, 1870.

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

Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:- 7 60 A. M. (Accommodation) for Fort Washing-

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazieton, Pittston, Towanda, Waverley, and inconnection with the GRIE BALC. WAY for Buffalo, Niagara Falls, Sochester, Cleve-land, Chicago, San Francisco, and all points in

the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountaiz, and N. J. Central and Morris and F ssex Railreads.

11 A. M. (Accommodation) for Fort Washington.

1:18, 3:30, and 5:20 P. M., for Abington.

1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauth Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

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

At 3:20 P. M. (Bethlehem, Accommodation) for

At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Alientown, Coplay, and 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 TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 25 P. M.

Doylestown at 8-25 A. M., 4-45 and 7-05 P. M. Lansdale at 7-30 A. M. Fort Washington at 9-20 and 11-20 A. M., 3-10 and Abington at 2-35, 4-25, and 6 45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Doylestown at 2 00 P. M.

Philadelphia for Fort Washington at 8 30 A. M.

Boylestown for Philadelphia at 6.30 A. M. Bethlehem for Philadelphia at 4.00 P. M. Fort Washington for Philadelphia at 9.30 A. M. and 8-10 P. M.
Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

THILADELPHIA AND ERIE RAILROAD The trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:— WESTWARD.

MAIL TRAIN leaves Philadelphia . 9:35 P. M. Williamsport . 7:40 A. M. Williamsport - 7-40 A. M.

arrives at Erie - 8-20 P. M.

ERIE EXPRESS leaves Philadelphia 11-40 A. M.

"Williamsport - 9-00 P. M.

arrives at Erie - 10-00 A. M.

ELMIRA MAIL leaves Philadelphia - 7-50 A. M.

"Williamsport - 8-00 P. M.

arrives at Lock Haven 7-20 P. M.

BASTWARD.

MAIL TRAIN leaves Erle - 840 A. M.
Williamsport - 925 P. M. ERIE EXPRESS leaves Erie 400 P. Williamsport 8:30 A. arrives at Philadelphia 12 45 ELMIRA MAIL leaves Leck Haven - 8:00 "Williamsport 9 46 A arrives at Philadelphia 6 50 F BUFFALO EXP. leaves Williamsport 12 25 A. M.

"Harrisburg - 5 20 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 BAILROADS. COMMENCING MONDAY, APRIL 4, 1870. Leave Philadelphia, foot of Market street (upper

Leave Philadelphia, foot of Market street (upper ferry), at 8-90 A. M., Mail for Bridgeton, Salem, Mikville, Vineland, Swedesboro, and intermediate stations 11 45 A. M., Woodbury Accommodation. 3-15 P. M., Mail for Cape May, Milliville, Vinemand, and way stations below Glassboro. 3-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 5-45 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesbero, and way stations. EXTRA TRAIN FOR UAPE MAY. (Saturdays only.)

(Saturdays only.)
Leave Philadelphia 8 09 A. M.
Leave Cape May 1'10 P. M.
Freight Train leaves Camden daily at 12 o'clock
loon. Freight received in Philadelphia at second noon. Freight received in Philadesphia
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.

JOHN FARNUM & CO., COMMISSION MER-chants and Manufacturers of Conestors Ticking, stc., No. 23 CHESNUT Street, Philadelphi . I wimi

RAILROAD LINES.

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

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 intermediate stations, and Allentown. Returning, leaves Reading at 6-35 P. M.; arrives in Philadelphia at 9-25 P.M. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmirs, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carilsle, Chambersburg, Hagerstown, etc.

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

East l'ennsylvania Estiroad trains for Allentown, etc., and the 8-16 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamport, Lock Hayen, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham

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 615 P. M.; arrives in Pottstown at 615 P. M.; REALING AND POTTSVILLE ACCOMMODA TION.

Leave Pottsville at 640 A. M. and 420 P. M., and Reading at 730 A. M. and 625 P. M., stopping at all way stations; arrive in Philadelphia at 1020 A. M. and 625 P. M.

Roursing, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at 9-40 P. M. Morning Express trains for Philadelphia leave Harrisburg at 8 10°A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2.50 P. M., and Pottsville at 2.50 P. M., arriving at Philadelphia at

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 85 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 connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at

425 P. M. CHESTER VALLEY RAILBOAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadeiphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:16 P. M.

PERBIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 4:00 P. M. trains from Philakelphia, returning from Schwenksville at 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Schwenksville. legeville and Schwenksville.

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 900 A. M. and 500 P. M., passing Reading at 145 and 1005 P M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-35 A. M. and 11-25 A. M., passing Reading at 7-23 A. M. and 11 26 A. M., passing Reading at 7.23
A. M. and 127 P. M., arriving at New York 12.05
noon fand 6.00 P. M. Sleeping cars accompany
these trains through between Jersey City and
Pittsburg without change.
A Mail train from New York leaves Harrisburg
at 8.10 A. M. and 2.50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:36 A. M., and 1 40 and 4 60 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-Trains leave Auburn at 8 55 A. M. for Pinegrove and Harrisburg and at 12 of noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3 40 P. M., from Brookside at 3 45 P. M.,

and from Tremont at 6 25 A. M. and 6 05 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation

Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, I hiladelphia, or of G. A. Nicolls, General

Superintendent, Reading.
COMMUTATION TICKETS.—At 25 per cent.
discount, between any points desired, for families MILEAGE TICKETS .- Good for 2000 miles, be tween all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six, pine, or twelve mouths, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves

and wives to tickets at half fare.

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

streets.

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

MAILS close at the I-hiladelphia Post Office for all places on the road and its branches at 5 A. M., at d 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, Pettsville, Port Clinton, and points beyond. points beyond, BAGGAGE.—Dungan's Express will

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

WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:- FROM PHILADELPHIA.

FROM PHILADELPHIA.
645 A.M., for B. C. Junction, stops at all stations.
715 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
940 A. M. for West Chester stops at all stations.
1150 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 we 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 to P. M. for West Chester stops at all stations. 11:30 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5:25 A. M. from 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.

8-15 A. M. from B. C. Junction stops at all stations. 8°15 A. M. from B. C. Junction stops at all stations.
10°00 A. M. from West Chester stops at all stations.
10°0 P. M. from B. C. Junction stops at all stations.
10°5 P. M. from West Chester stops at all stations.
10°5 P. M. from West Chester stops at all stations.
10°5 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.
10°5 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
10°00 P. M. from B. C. Junction. This train commences running on and after June 1st, 15°0, stopping at all stations.

ping at all stations. ON SUNDAYS, 8-65 A. M. for West Chester stops at all stations, con-necting at B. C. Junction with P. & B. C. R. R. 2-30 P. M. for West Chester stops at all stations. 4'30 A. M. from West Chester stops at all stations.
50 P. M. from West Chester stops at all stations,
Teonnecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELER Sup't,

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 Mar-

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.

Mail Train
Paoli Accommodat'n, 10:30 A. M., 12:50 and 6:50 P. M.
Fast Line and Eric Express . 12:30 P. M.
Harrisburg Accommodation . 2:30 P. M. ancaster Accommodation . Parkesburg Train . . . Cincinnati Express . 8-00 P. M.
Erie Mail and Pittsburg Express . 9-45 P. M.
Way Passenger . 11-20 P. M.
Pacific Express . 12-02-night.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 cyclosis.

o'clock.

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

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be prospected by a part of the property of t cured and baggage delivered by 6 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEFOT, VIZ.:—
Cincinnati Express 3 10 A. M.
Philadelphia Express 630 A. M.
Erle Mall
Paoli Accommodat'n, 8 20 A. M., 3 50 and 6 25 P. M.
Parkesburg Train 900 A. M.
Fast Line, Buffalo Express 935 A. M.
Lancaster Train 12 55 P. M.
Erie Express 12 55 P. M.
Southern Express 700 P. M.
Lock Haven and Elmira Express 700 P. M.
Pacific Express 255 P. M.
Harriaburg Accommodation 950 P. M.
For turther information apply to TRAINS ARRIVE AT DEPOT, VIZ.:-

Harrisburg Accommodation 9:50 P. M.

For turther information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 951 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-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. OASSATTS,

4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, 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, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junctien and Breakwater Railroad, 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 Wilming-ton, 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 Baitimore 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 Stemmer's Run.

Night Express at 11:30 P. M. (Paily), for Baltimore and Washington, stopping at Chaster Linguistics. Might Express at 1730 P. M. (Pally), for Battlemore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Foriress Menroe and Norfolk will take the 1200 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

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

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00,

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other ac-

commodation trains Sundays excepted Trains leaving Wilmington at 6-46 A. M. and 4-90 P. M. will connect at Lamokin Junction with the 7-co A. M. and 4-80 P. M. trains for Baitimore Cen-rsl Railroad. From Baltimore to Philadelphia,-Leave Baltimore 7-25 A. M., Way Mail; 7-40 A. M., Express; 2-35 P. M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Perryn an's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanten, Newport, Wilmington, Claymont, Linwood, 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 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 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, 9-05, 10, 11, 12 A. M., 1-20, 2, 34, 33, 4, 45, 5-05, 53, 6, 6), 7, 8, 9-20, 10-05, 11, 12 P. M.

11, 12 P. M.
Leave Germantown 6, 6 55, 7%, 8, 8 20, 9, 10, 10 50, 12 A. M., 1½, 2, 3, 3 50, 4½, 5, 5½, 6, 6½, 7, 8, 9 20, 10, 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 15 b. W.

16% P. M. Leave Germantown at 8% A. M., 1, 3, 6, and 9% P. M.

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 334, 554, 7, 9-20, and 11 P. M

Leave Cherkut Hill 7-10, 8, 9-40, and 11-40 A. M., 1'40, 3'80, 5 40, 6 40, 9, and 10'40 P. M.

ON SUNDAYS.

Leave Philadelphia at 94 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7.50 A. M., 12.40, 5.40, and 9-25 P. M. Pastergers taking the 6-55, 9, and 10-50 A. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.
FOR CONSHOHOUKEN AND NORRISTOWN.

FOR CONSHCHOUKEN AND NORRISTOWN.
Leave Philadelphia c 7½, 9, and 11 06 A. M., 1½,
8, 4½, 4, 5½, 0½, 8 c5. 10, and 11½ P. M.
Leave Norristown 5½, 6 25, 7, 7½, 8 c60, and 11 A.
M., 1½, 5, 4½, 6½, 8, and 9½ P. M.
Leave Philadelphia v A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAY UNK.
Leave Philadelphia 6, 7½, 9, and 11 06 A. M., 1½. Leave Phindelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10, and 11½ P. M.

I cave Manfayunk 6, 6:45, 7½, 8:10, 9:20, and 11½

A. M., 2, 3½, 6, 6½, 8½, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M. leave Manayunt 7½ A. M., 1½, 6¼ and 9½ P. M. Pl. MOU "H KAILROAD.

Leave Philadelphia 7½ A. M. and 5 P. M. Leave Flymouth 6¾ A. M. and 4½ P. M.

The 7½ 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 step only at School Lane, Manayunk, and Consho hocken.

Passengers taking the 7, 9-65, and 11 A. M. trains Passengers taking the 7, 9-66, 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 28 W. B. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 925 A. M. and 425 P. M., on port Derosit at 925 A. M., and 425 P. M., on arrival of trains from Baltimore. OXFORD at 645 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1240 M., 130 P. M., 445 P. M., and 649 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the

General Superintendent.

AUD TION BALES,

M. THOMAS & SOMS, NOS. 189 AND 14

Administrators' Sale - Estate of Thomas Tracy, deceased, GOOL WILL, FURNITURE, AND FIXTURES OF HOTEL AND BOARDING HOUSE.

May 28th, at 10 o'clock, at No. 511 Larkin street, between Delaware avenue and Front street, below Lombard street.

Sale No. 1841 Lombard street.

SUPERIOR FURNITURE, PIANO, PIER MIRROR, FINE BRUSSELS CARPETS, ETC.

On Monday Moroing.

May 30, at 10 o'clock, by estalogue, the superior Furniture, conprising — Walnut parlor furniture, covered with hair-cloth; walnut stagere, Franch plate mirror back; piano; cak extension dining table; china and glassware; walnut and cak cottage chamber furniture; fine feather beds; bair mattresses; painted bookease; walnut office table; fine Brussels and imperial carpets; refrigerator; cooking utensils; etc.

5 27 26

SALE OF REAL ESTATE AND STOCKS, May 31, at 12 o'clock, noon, at the Exchange, will i TWENTIETH (North), No. 719-Modern Residence, TWENTY SECOND and MOUNT VERNON, S. R. VENANGO, above TWENTY-FIRST-Handsome Re dence.

SEVENTFENTH (North), No. 1625—Modern Residence.
COLUMBIA AVENUE, No. 1628—Modern Residence.
THIRD (South), No. 28 — Modern Residence.
BAYARD, No. 727—Genteel Dwelling.
PINE Street, East of FORTHETH—Ten Desirable Lots.
CAMAC, above NORRIS—12 Modern Dwellings.
THIRT'SECOND (Norts), No. 335—Modern Residence. TWELFTH and CAMILLA, S. E. corner-Tavern and

Dwelling.

FRANKLIN, No. 2125—Modern Dwelling.

SPRUCE, No. 2803—Elegant Residence.

RIGHTH (North), No. 1423—Modern Dwelling.

ELEVENTH (South), No. 230—Livery Stable.

PARRISH, No. 1339—Genteel Dwelling.

WALLACE, Nes. 1315 and 1317—Brick Factory.

SEVENTREN CH (South), No. 1621—Genteel Dwelling.

CHESNUT AVENUE, Chesnut Hill—Handsome Residence. TWENTY-SECOND and FIOGA Streets, N. E. corner

Farm Cottage.
MAIN Street, Haddenfield, N. J.—Valuable Residence

Farm Cottage.

MAIN Street, Haddenfield, N. J.—Valuable Residence and 2 Acre.
GROUND RENTS—\$38 and \$27 a year.
By order of the Executor of the Estate of John H. Wiemann, deceased.
300 shares Dunkard Oil Co.
400 shares Royal Oil Co.
300 shares Royal Oil Co.
100 shares Royal Oil Co.
100 shares Royal Oil Co.
100 shares New York and Middle Coal Field Co.
1650 shares New York and Middle Coal Field Co.
1650 shares New York and Middle Coal Field Co.
1650 shares New York and Middle Coal Field Co.
1650 shares Repeton Coal and Improvement Co.
160 shares Consolidation National Bank.
90 shares Empire Transportation Co.
160 shares Central Transportation Co.
160 shares New Creek Co.
20 shares Pennsylvania Salt Manufacturing Co.
28 shares Spring Garden Insurance Co.
Stall No. 18 Point Breeze Park.
8 shares Combria Iron Co.
8237 Schuylkill Navigation loan, 1876.
24 shares Cambria Iron Co.
5 shares Kensington National Bank.
1 share Camden and Atlantic Land Co.
2 shares National Bank of the Republic.
5 27 3t

BUNTING, DURBOROW & CO., AUCTION -D FERS, Nos. 232 and 234 MARKET Street, corner 18 Bank street. Successors to John B. Myors & Oo. LARGE SALE OF FRENCH AND OTHER EURO
PEAN DRY GOODS.
On Monday Morning,
May 20, at 10 o'clock, on four months' credit, including
an important special sale of 800 carrons bonnet and sash
ribbons, by order of
Messra, SOLELIAC FRERRS,
And two other well-known importing bouses. 5254t SALE OF 2000 CASES BOOTS, SHOES, HATS, ETO On Tuesday Morning, May 31, at 10 o'clock, on four months' credit. 5 25.5t

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS. June 2, at 10 o'clock, on four months' credit. 5 27 5t SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

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

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESAUT Street, rear entrance No. 1107 Sansom street. A. McCLELLAND, AUCTIONEER

No. 1219 CHESNUT STREET. Personal attention given to sales of Household Furnture at dwellings.

Public sales of Furniture at the Auction Rooms, No. 1219 OHESNUT Street, every Monday and Toursday, For particulars see Public Ledger.

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

MARTIN BROTHERS, AUCTIONEERS, No. 704 OHESNUT Street, rear entrance from Mines. I IPPINCOTT, SON & CO., AUCTIONEERS

LARGE SALE OF BOOTS AND SHOES.
On Monday Morning,
May 30, at 10 o'clock.
54

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE. [11 26 5]
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. N LOUISVILLE, KY W. GEOBGE ANDERSON.
THOMAS ANDERSON & CO. AUCTIONEERS AND COMMISSION MERGHANTS.
LOUISVILLE, KY,
Business strictly Commission. All auction sales exclusively for cash.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

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

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 8m]

RAILROAD LINES.

THE PHILADELPHIA AND BALTIMORE CENTRAL 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 Washington avenue—
For PORT DEPOSIT at 7 A. M. and 439 P. M.
For OXFORD, at 7 A. M., 430 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 230 P. M., 430 P. M., and

R. R. at 7 A. M., 10 A. M., 230 P. M., 430 P. M., add 7 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 Junc-tion with WILMINGTON & READING R. R. 42

ROOFING.

R E A D Y R O O F I N G. applied to STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old
Shingle Roofs without removing the chingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTONFRESERVE YOUR TIN ROOFS WITH WELTONI am always prepared to Repair and Paint Roofs at she
notice. Also, PAINT FOR SALLE by the barrelor gallon
the best and cheapest in the market.

No. 711 N. NINTH Street above Coates.

C. SMITH & CO. TIN, COPPER, AND IRON ROOFERS,

No. 1624 SOUTH Street and No. 201 RIDGE Assame. Patentees of the SPIRAL EXPANSIVE CONDUCTOR. SPOUT. This spout has by a two years' trial proved to be a success, having 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 invariably breaks first in the spout. We guarantee it to be firm, nore durable, to bear more freezing, and cost less than any other good spout. Roofing and Guttering at ressonable prices. Old Roofs Repaired and Painted. [521 lm TO BUILDERS AND CONTRACTORS .-We are prepared to furnish English imported

ASPHALTIC ROOFING FELT
in quantities to suit. This roofing was used to cover the
Paris Exhibition in 1887.

Nos. 517 and 519 MINOR Street Corn Exchange Bag Manufactory JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super Phosphate of Line, Bone Dust, Etc., Large and small GUNNY BAGS constantly on hand.

25
Also, WOOL SAOKS. A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS.

No. 27 NORTH WATER STREET, 2 236
ALFXANDER CATTELL.
RIDAR CATTELL

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