# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, WEDNESDAL, JUNE 1, 1870.

hours:-

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more, etc

inio, witkesbarre. Pittston, York, Carlisle, Unam-bersburg, Hagerstown, etc. The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for William-port, Lock Haven, Elmira; etc.; at HARKISBURG with Northern Central, Cumber-land Valley cand Schurcherlikill and Suscements and

land Valley, and Schuylkill and Susquenana trains for Northumberland, Williamsport, York, Cham

connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays ex-

Sunday trains leave Fottsville at 8 A. M., and Philadelphia at 3 15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at

Passengers for Downingtown and intermediate points take the 7:30 a. M., 12:30, and 4:00 P. M. trains from Philadeiphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:15 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M. 12:80, and 4:00 P. M. trains from Philakelphia, re

turning from Schwenksville at 8.05 A. M., 1246 noon, and 4.15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Col-

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate

Returning Express train leaves Harrisburg on

arrival of Pennsylvania Express from Pittsburg at 8-28 A. M. and 11-29 A. M., passing Reading at 7-23 A. M. and 1-27 P. M., arriving at New York 12-06 noon fand 6-00 P. M. Sleeping cars accompany these trains through between Jersey City and

A Mail train from New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harris-burg leaves New York at 12 M.

4.26 P. M. CHESTER VALLEY RAILROAD.

legeville and Schwenksville.

DOWS FLAT.-(1856.)

BY BRET HARTE. Dow's Flat. That's its name. And I reckon that you Are a stranger ? The same? Well, I thought it was true-For thar isn't a man on the river as can't spot the place at first view.

It was called after Dow-Which the same was an ass-And as to the how

Thet the thing kem to pass-Jest tie up your hoss to that buckeye, and sit

ye down here in the grass. You see this yer Dow Hed the worst kind of luck: He slipped up somehow On each thing thet he struck. Why, of he'd a' straddled thet fence-rail the dern'e thing 'ed get up and buck.

He mined on the bar, Till he couldn't pay rates; He was smashed by a car When he tunnelled with Bates; And right on the top of his trouble kem his wife and five kids from the states.

It was rough-mighty rough: But the boys they stood by, And they brought him the stuff For a house, on the sly; Ard the old woman-well, she did washing, and took on when no one was nigh.

But this yer luck of Dow's Was so powerful mean That the spring near his house Dried right up on the green: And he sunk forty feet down for water, but nary a drop to be seen.

Then the bar petered out, And the boys wouldn't stay, And the chills got about,

And his wife fell away; But Dow, in his well, kept a peggin' in his usual ridikilous way.

One day-it was June-And a year ago, jest-This Dow kem at noon To his work like the rest.

With a shovel and pick on his shoulder, and a Deringer hid in his breast.

He goes to the well, And he stands on the brink, And stops for a spell Jest to listen and think: For the sun in his eyes (jest like this, sir!).

you see, kinder made the cuss blink. His two ragged gals

In the gulch were at play, And a gownd that was Sal's Kinder flapped on a bay: Not much for a man to be leavin', but his all

-as I've heer'd the folks say. Thet you've got-ain't it now ? What might be her cost? Eh? O !----Well, then, Dow--Let's see-well, that forty-foot grave wasn't his, sir, that day, anyhow. For a blow of his pick Sorter caved in his side, And he looked and turned sick. Then he trembled and cried. For you see the dern cuss had struck-"Water?"-beg your parding, young man, there you lied ! It was gold in the quartz, And it ran all alike; And I reckon five oughts

liant as was Weston's success on Wednesday last, he has still a great deal to accomplish before his name can be found at the very head of the noble catalogue of walkists .- N. Y Sun.

### GENERALITUES.

### Jerome Bonnparte.

For some months our esteemed fellow-citizen, Jerome Bonaparte, has been confined to his residence by suffering from cancer of the throat. During yesterday afternoon and last evening it was reported throughout the city that Mr. Bonaparte was dead, and the rumor was telegraphed to Philadelphia and published in some of the journals of that city this morning. We are happy to state that there is no truth in the rumor, and that this morning Mr. Bonaparte is much better than he has been for some time. We hope that he may long be spared to his family and many friends. -Baltimore American.

### A Whole Family Poisoned.

The family of Mrs. Buchanan, near Christians-burg, Brown county, Ind. consisting of six persons, were poisoned last Monday morning at As soon as it was known the eldest breakfast. son, David, eighteen years old, started for a physician, but died before reaching him. The others were alive when last heard from. Three packages of poison were found in the well. It is supposed that a relative from Ohio, who had been in the neighborhood for some time, is the guilty person. They inherit jointly with him a large estate. He has been trying to buy their interest, but could not, and it is supposed he took this way to get their portion of the property .- Indianapo lis Journal, May 28.

### Laborers' Riot in Newark.

Some thirty laborers in the employ of Mr. Edward Keloe, a Newark contractor, engaged in building a sewer, struck on Monday for an increase of wages, and became so violent as to threaten to kill any other men who would undertake to work at the old rate of pay. A few of the men disregarded the threats of the malcontents and continued work. A desperate encounter took place, in the course of which one young man, a recent arrival from the Old Country, escaped being beaten to death only through the determined action of some friendly fellow-workmen. No person was reported seriously injured. Information was left last evening at Police Headquarters of the emeute, and asking for constabulary help this morning, as it was feared that a more serious rencontre would take place.

### The Smuggling of a Bridal Trousseau.

William Hall, late captain of the steamship Pennsylvania, who was accused of attempting to smuggle a bridal trousseau from Liverpool into this port, was to-day discharged by Commissioner Osborn, on the ground that there was not sufficient evidence against him to warrant his detention. At the request of Assistant District Attorney Phelps, Captain Hall submitted a written statement of the facts of the case. In it he said that the sliks which he was accused of attempting to smuggle were the property of Miss Ruse, of Philadelphia, who was a passenger on the Pennsylvania on that voyage; that she asked Captain Hall to take charge of them for her, as she was in haste to get home, and to forward them to her by express to Philadelphia; that on leaving the ship with the silks in his possession he was bailed by a man who represented himself as one Clarkson, a detective; that he took the goods and \$5 from the captain, stating that he would make the proper entries in the Custom House; that he has not since seen the man or the goods. In view of these facts he received his discharge .- N. Y. Evening Post, 30th.

### Railways and Free Passes.

The suit by Tracy E. Roberts against the To-ledo and Wabash Railroad Company for damages for injuries received by the overturning of a car near Lafayette, Indiana, in January, 1865, which has been on trial for two weeks before Judge Brady, was recently concluded. Mr. Roberts suffered a permanent disability, through dislocation of the hip. The defense was that the accident was unavoidable, and could not have been foreseen or prevented; that the dislocation of the hip was caused by a subsequent fall; and that Mr. Roberts was travelling on a free pass, granted on condition that the company were not to be liable for injuries from accident. The plaintiff testified that though he had travelled on a free pass, he had destroyed it at Indianapolis, not expecting to have to go back, but that afterwards a communication from his firm in New York induced him to retrace his steps for the purpose of finding a creditor, Rallroad officials, on the other hand, testified to admissions on his part that he had a pass at the time of the accident. Judge Brady charged the jury that if they found he had a pass, he was bound by its conditions, and was without remedy. The jury gave the plaintiff \$6000.

### RAILROAD LINES.

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

READING RAILROAD-GREAT TRUNK LINE from Philadelphia to the interior of Penn-sylvanis, the Schuylkill, Susquehanna, Cumber-land, and Wyoming Valleys, the North, North-west, 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:-

to New York and Way Places. FROM WALNUT STREET WHARP. At 6:30 A. M., Accommodation, and 2 P. M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press Mail, and 3:30 P. M., Accommodatics. via Camden and Jersev Olty. At 6 P. M., for Amboy and intermediate stations. At 6:30 A. M., 2 and 3:30 P. M. for Freehold. At 3 P. M. for Long Branch and points on New Jersev Southern Railroad. Southern Railroad.

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

and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:80 P. M.

for Fish House. The 11 30 P. M. line leaves from Market Street

Ferry (upper side). BIOM RENSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, 5, and 6 P. M. for Trenton and Bristol, and at 10:45 A. M. and 4 P. M. for Bristol, and at 10:45 A. M. and 4 P. M. for and Br Bristol

At 7:80 A. M., 2'30 5, and 8 F. M. for Morrisville and Tullytown. At 7:30 and 10'45 A. M., 2'30, 4, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. bersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Read ing and Columbia Railroad trains for Columbia, etc. FOTTSTOWN ALCOMMODATION. FOTTSTOWN ALCOMMODATION. Leaves Pottstown at 625 A. M., stopping at in-termediate stations; arrives in Fhiladelphia at 840 A. M. Returning, leaves Philadelphia at 400 P. M; arrives in Pottstown at 615 P. M.

Holmesburg Junction.
 At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction.
 At 7 and 10:45 A. M., 12:30, 2:30, 4, 5:15, 6, and 7:80
 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

### Frankford. FROM WEST PHILADELPHIA DEPOT.

Via Connecting Hallroad. At 7 and 9:30 A. M., 1:20, 245, 645, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emi-grant Line, via Jersey City. At 7 and 9:30 A. M., 1:20, 2:45, 6:45, and 12 P. M.

At 7 and 9:30 A. M., 6:45 and 12 P. M. for Bristol. At 12 P. M. (night) for Morrisville, Fullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run

daily. All others Sundays excepted. BELVIDERE DELAWARE RALROAD LINES.

FROM RENEINSTON DEFOT. At 7-30 A. M. for Nisgara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuss, Great Bend, Montroze, Wikesbarre, Schooley's Mountain, etc. At 7-30 A. M. and 3-30 P. M. for Scranton, Stronghure Water (ap. Beludare Faston Lam.

At 7.30 A. M. and 3.30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3.30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. from Kensington Depot, for Lambert-ville and intermediate stations. CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL-

RU/ DS. 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 Merchan'sville, 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 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-

Nay 30, 1870. WM. H GATZMER, Agent.

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

road. Express Train at 12 M. (Sundays excepted), for Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for

### RAILROAD LINES.

### DENNSYLVANIA CENTRAL RAILROAD.

RAILROAD LINES.

AFTER 8 P. M., SUNDAY, MAY 29, 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

Depot.

hours:--MORNING ACOOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing as 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, Wil-liameport, Elmira, Rochester, Niagara Falls, Buf-inic, Wilkesbarre, Pittston, York, Carlisle, Cham-bersburg, Hagerstown, etc. Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train TRAINS LRAVE DEPOT. 

 Mail Train
 TRAINS LRAVE DEPOT.
 8:00 A M.

 Paoli Accommodation
 12:50 and 7:10 P. M.

 Fast Line
 12:30 P. M.

 Erie Express
 11:00 A. M.

 Harrisburg Accommodation
 2:30 P. M.

 Lancaster Accommodation
 4:10 P. M.

 Parkester Accommodation
 4:20 P. M.

 5.30 P. M.
 8.00 P. M.
 16.30 P. M.
 11.30 P. M. Parkesburg Train Cincinnati Express Erie Mail and Pittsburg Express o'clock.

Cincinnati Express leaves daily. 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 stream Market street Sunday Train No. 1 leaves Philadelphia at 849

A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-

REALING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 5'40 A. M. and 4'20 P. M., and Reading at 7 30 A. M. and 6'35 P. M., stopping at all way stations; arrive in Philadelphia at 10'20 A. M. and 9 25 P. M. Train No. 2 Icaves Philadelphia at 640 P. M.; Ar-rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 6 10 P. M. Keturning, leaves Philadelphia at 515 P. M.; ar-rives in Reading at 755 P. M., and at Pottsville at 940 P. M.

ſ	940 P. M.	TRAINS ARRIVE AT DEPOT.
l	Morning Express trains for Philadelphia leave	Cincinnati Express 3 10 A. M.
1	Harrisburg at 8 10 A. M., and Pottsville at 9 A. M.,	Philadelphia Express 6.30 A. M.
I	Darrisourg at 5 10 A. m., and Fotteville at 8 A. m.,	100 A 31
1	arriving in Philadelphia at 1 P. M. Afternoon	
I	Express trains leave Harris-burg at 2.50 P. M., and	Paoli Accommodat'n . 8'20 A. M. and 6'40 P. M.
1	Pottsville at 2:50 P. M., arriving at Philadelphia at	Parkesburg Train
1		Fast Line and Buffalo Express 9.35 A. M.
I	7.00 P. M.	
1	Harrisburg Accommodation leaves Reading at	Lancaster Train 12 55 P. M
1	7 15 A. M. and Harrisburg at 4 10 P. M. Connect-	Erie Express 5.40 P. M.
1	in the disc with A demonstration detion	Lock Haven and Elmira Express . 940 P. M
1	ing at Reading with Alternoon Accommodation	
1	south at 6.85 P. M., arriving in Philadelphia at	
ł	9.25 P. M.	Harrisburg Accommodation 9.40 P. M.
1	Market train, with a passoeger car attached,	For turther information apply to
1		JOHN F. VANLEER, JR., Ticket Agent.
ł	leaves Philadelphia at 12:30 noon, for Reading and	SORA F. TALLASHI, SK., I TOROU ARCIN
1	all way stations; leaves Pottsville at 5:40 A. M.,	No. 981 CHESNUT Street.
		TO A MOTEL FILME TRabat Accout

For further information apply to JOHN F. VANLEER, JR., Ticket Agent. No. 961 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Fennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner. unless taken by special contract.

owner, unless taken by special contract. A. J. CASSATT, 4 29 General Superintendent, Altoona, Pa.

MR. M. THALHIEMER'S FIRST ANNUAL SALE OF ORDAR MOTH-PROOF CHESTS AND FUR AND MUFF BOXRS. On Thursday Morning. June 2, at 11 o'clock, at the anction store, No. 1110 Ches-nut street, will be sold, without resorve, 50 superior cedar moth-proof chests and fur and mult boxes. manufactured from choice Florida cedar and made in the best workman-like manner. 5 31 2t ORTH PENNSYLVANIA RAILROAD-N OR TH FEANSILVANIA RAILKOAD-N THE SHORT MIDDLE ROUTE TO THE LFHIGH AND WYOMING VALLEYS, NORTH-FRN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. SUMMER ARRANGEMENT.

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

points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:60 A. M. Tou and B'oo 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 con-necting at Harrisburg with Pennsylvania and Northern Central hadroad Express trains for Pittburg, Chicago, Williamsport, Elmira, Balti-mora etc. At 7:35 A.M. (Express), for Bethlehem, Easton, Al-

entown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RALL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-

w A 1 for bunato, Kinkara Fails, Rochester, Cieve-land, Chicago, San Francisco, and all points in the Great West. 8 26 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Bethlehom Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountais, and b. L. (ontrol and Morris and Keyr Kallenoide N. J. Central and Morris and Fsys Railroads. 11 A. M. (Accommedation) for Fort Washington.

No. 704 CHRENUT Street, rear entrance from Miney. IMPORTANT PERWMPTORY SALE AT NO. 45 S. SECOND STREET. EXTENSIVE STOCK OF ELEGANT WALNUT DRAWING-ROOM, PARLOR, AND LIBRARY SUITS, covered in Rich Green and Orimson Plush, Blue and Chimson Reps and Terries and Fine Hair Cloths; Vers Elegant Carved Walnut Ohamber Suits, Finished in Oil and Varnish; Large and Elegant Ward-robes, Ladies' Wardrobes, Elegantly Carved Bookcases, Secretaries, Ladies' Escritoires, Shaving Stands, Ele-cant Hall and Other Tables, Handsome Oriontal and Reception Chains, Fino Spring Mattresses, Lounges, Etc. Etc. On Thursday Morning.

11 A. M. (Accommedation) for Fort Washington. 116, 3 30, and 5 20 P. M., for Abington. 145 P. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazleton. 2 30 P. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. 4 15 P. M. (Mail) for Doylestown. 500 P. M. (miall) for Doylestown. pressly for first-class retail sales. SALE FINE O'L PAINTINGS, CHROMOS, FRAMES, ETC. On Friday Morning, June 3, at 11 o'clock, at the auction rooms, No. 704 Chesnut strout, a collection of fine modern oil paintings, including specimens oy E. D. Lewis and others: fine chromes, glit frames, unframed chromos and engravings, etc. a) B. F. M. (mail) for Doylestown.
b) B. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
c) 20 P. M. (Accommodation) for Lansdale.
b) and 11'30 P. M. (Accommodation) for Fort Washington. The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the May be examined on Thursday, June 2. TRAINS ARRIVE IN PHILADELPHIA FROM SALE MISCELLANEOUS BOOKS. On Friday Afternoon, At 4 o'clock, at the ruction rooms.

AUD FION SALES,

# M. THOMAS & SONS, NOS. 189 AND 16

Sale at the Auction Rooms. SUPERIOR HOUSEHOLD FURNTTURE, MIRRORS, FIRE PROOF SAFE, MELODEON, BEDDING, OHINA AND CLASSWARE, REFLIGERATORS, STOVES, FINE CARPETS, MATCING, ETU. On Thursday Morning, June 2, at 9 o'clock, at the su tion rooms, a large as-sortment of superior household furniture, etc. 6 31 2t

Executor's Sale on the Premises Extate of John W. Clagborn, deceased. LARGE AND VALUARLE RESIDENCE AND FUR-NITDER. On Friday Morning. June 3, at 10 o'clock, will be sold at public sale, on the premises, all that valuable three story brick residence, with three story back buildings and lot of ground, north side of Arch street, west of Tenth street. No. 1009, con-taining in front 25 feet and in depth 170 feet to a 25-feet street.

Immediately after the sale of the residence will be sold, by entalogue, the superior parlor, dining-room, and cham-ber furniture, plano, carpets, bookcase, fine mattressee bees, kitchen furniture, refrigerator, etc. 519t

BUNTING, DURBOROW & CO., AUCTION-KERS, Nos. 339 and 334 MARKET Street, corner of Bank street. Successors to John B. Myers & Oo.

LA RGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS. On Thursday Morning, June 2, at 10 o'clock, on four months' credit. 5 27 54

LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, RED CHECK AND FANOY CANTON MATTINGS, ETC. On Friday Morning, June 3, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and reg carpetings, Canton mattings, all cloths, etc. 528 64

SPECIAL AND FEREMPTORY SALE OF 6000 DOZ SM COTTON HOSIERY Of a well-known importation, On Friday Morning, June 3, on four months' credit, including Ladies' brown and white hose. Men's brown, white, and mixed balt hose. Children's hose and half hose. Bu cases Canton fams.

10 cases Canton fans. 40 cases silk and gingham umbrellas and parasols. ALSO, Steck of a retail store declining business.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS.

On Monday Morning, June 6, at 10 o'clock, on four months' credit. 53154

SALE OF 2000 CASES BOOTS, SHOES, STRAW GOODS, TRAVELLING BAGS, ETU. On Turesday Morning, June 7, at 10 o'clock, on four months' credit. 615t

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1119 CHESNUT Street, rear entrance No. 1107 Sansom street.

Executor's Sale. Estate of Mary P. Loxley, No. 3445 of Mary P. Loxley, WALNUT AND MAHOGANY PARLOR AND CHAM BER FURNITURE, FEATHER BEDS, BEDDING ETO. ETC.

ETC. ETC. On Thursday Morning, June 2, at 10 o'clock, at No. 3407 Bridge street, Mantua, will be sold by order of the Executors, the entire house-bold furniture, bedding, clothing, etc. etc. Furniture may be seen early on the morning of sale.

Sale at No. 1110 Chesnut street. HANDSOME WALNUT PARLOR, CHAMBER, Library, and Dining room Furniture; Veleet, Brussels, and Ingrain Carpets; 5 Rosewood Pianos, by celebrated makers; Silver plated Ware and Cutlery, Fine China and Glassware, Second-hand Furniture, from Families,

etc. On Friday Morning.\* At 9 o'clock, at No. 1110 Chesnut street, will be sold a very large assortment of new and second-hand household furniture, carpets, planes, paintings, engravings, china, 612t

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

IMFORTANT PEREMPTORY SALE OF ELEGANT DIAMONDS, JEWELRY, FINE WATCHES, TWO SETS DOUBLE HARNESS, MISCELLANEOUS GOODS, ETC.

GOODS, ETC. June 4, st 11 o'clock, at the auction rooms, without re-serve, by catalogue, a large and excellent assortment of elegant diamond jewelry. a number of the finest quality hunting case and open face watches, gold and silver; two seta of fine double harness, equal to new. May be examined on Friday afternoon. It is announced that very lot in this sale will be sold without the least reserve. All guaranteed as repre-sented. 613t

VALUABLE COLLECTION OF HIGH-PRICED BOUKS. On Monday Afternoon, June 6, at 4 o'clock, at the auction rooms, No. 704 Chesnut street, a valuable collection of high-priced books. 530 6t

NO. 1219 OHESNUT STREET.

Personal attention given to sales of Household Furn ture at dwellings. Public sales of Furniture at the Auction Rooms, NC, 1919 CHESNUT Street, every Monday and Thursday. For particulars see Public Ledger. N. R.-A superior class of Furniture at private sale.

BY BARRITT & CO., AUCTIONEERS OASH AUCTION HOUSE, [11 34 ] No. 200 MARKET Street, corner of Eark street. Cash advanced on consignments without extra charge.

REGULAR SALE 500 CASES CITY AND FASTERN MADE BOOTS, SHOES, AND BROGANS, ALSO, Ladios, Misses', Children's, Mon and Boys' Straw Hats, Suncowns, otc.; also, French Artificial Flowers,

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. H. SCOTT, Jr., Auctioneer, No. 1117 CHESNUT Street, (Girard Row).

LIPPINCOTT, SON & CO., AUCTIONEEKs

TN LOUISVILLE, KY

W. GEORGE ANDERSON A CO.

AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY. Business strictly Commission. All auction sales exclu-sively for cash.

Sively 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 potions, etc., every Wednesday and Thursday. [S is em

RAILROAD LINES.

WEST JERSEY BAILROADS.

COMMENCING WEDNESDAY, JUNE 1, 1870. Leave Philadelphia, foot of Market street (upper

ferry), at 8:00 A. M., Mail for Cape May, Bridgeton, Salem, Milliville, Vinciand, Swedesboro, and intermediate

stations

stations 11 46 A. M., Woodbury Accommodation. 8 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, Olayton, Swedesbero, and way stations. Commutation tickets at reduced rates between Phyladerbia and all stations.

Philadelphia and all stations. Cape May Season Tickets, good for four months

Cape May Season Fickets, good for four months from date of purchase, s60. Annual Tickets, \$100. Freight Train leaves Gamden daily at 12 o'clock noon. Freight received in Philadelphia at second covered wharf below Walnut street. Wreight delivery at No. 228 S. Delaware avenue. \$15 WM. J. SEWELL, Superintendent.

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Seper-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand, 2% Also, WOOL SACKS.

an arrest friend and the state of the

June 2, commencing at 10 o'clock.

A. MCCLELLAND, AUCTIONEER

5 30 4t

5 30 4t

5 31 24

Was the worth of that strike: And that house with the coopilow's his'nwhich the same isn't bad for a Pike.

Thet's why it's Dow's Flat; And the thing of it is That he kinder got that Through sheer contrairiness:

For 'twas water the derned cuss was seekin', and his luck made him certain to miss

That's so. That's your way To the left of yon tree; But-a-look h'yur, say? Won't you come up to tea? No? Well, then the next time you're passin' and ask after Dow-and that's me. -Overland Monthly for June.

### WALKING.

Some Great Strides in the Past which throw Weston into the Shade.

The success of the great Weston in walking one hundred miles in less than twenty-two hours naturally calls attention to previous achievements of the same character. Of these we find a very interesting account in a work on Pedestrianism, published in Aberdeen in 1813. It seem that Robert Bartley, of Norfolk, who was born in 1719, used frequently to walk from Thetford to London in one day, returning the next; the distance, eighty-one miles. Reed, of Hampshire, in 1791 made fifty miles in a little more than nine hours. In 1762 John Hogue made 100 miles in 23 hours and 15 minutes. In 1787 Foster Powell walked from Canterbury to London Bridge and back in 23 hours and 50 minutes, the distance being 109 miles. In 1806 Joseph Edge of Macclesfield walked 172 miles in 49 hours 20 minutes. In 1788 John Boty walked 700 miles in 14 days, and Dowler of Towcester walked 500 miles in seven successive days. In 1811 Oliver walked 100 miles in 23 hours 50 minutes, and Edward Miller did the same distance in 23 hours 25 minutes. In 1812 Jonathan Waring of Lancashire walked 136 miles in 34 hours, and Glanville of Shropshire walked 142 miles on the Bath road in 29 hours and 45 minutes. In 1812 Lieutenant Groates walked 72 miles in 11 hours 56 minutes. The greatest pedestrian of all, however, was Captain Robert Barclay, a descendant of the celebrated Quaker Barclay of Ury. In 1801, while in training to walk upon a wager, he made, in the park of Lord Faulkenberg, 110 miles in 19 hours 27 minutes. In 1806 he walked 100 miles in 19 hours, over the worst road in the kingdom, and just at the breaking out of a severe storm. Exclusive of stoppages, the distance was performed in 17 hours 30 minutes. In this walk he was attended by William Cross, his servant, who made the distance in the same time as the matter; and subsequently Cross walked 100 miles in 19 hours 17 minutes, on the Aberdeen road. In 1807 Barclay walked 78 miles in 14 hours, over the hilly roads of Aberdeenshire. In the course of this year he ran 19 miles in 2 hours and 8 minutes, making the first 9 miles in 50 minutes, though the road was hilly and bad. In 1809, when he was 28 years old, Barclay accomplished the great exploit of walking 1000 miles in 1000 hours. In the course of this feat his weight, which was 186 pounds at starting, fell off 32 pounds. Five days afterwards he joined the expedition to Walcheren, where he served as an aide-de-camp to the Marquis of Huntley. The expedition was unfortunate, but Barday returned in safety. After this he lived the life of a country gentleman at Ury; and the only public exploit in which he was engaged was the training of Tom Crib for his great match against Molineaux.

From these facts it will be seen that bril-

### WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO. DIAMOND DEALERS & JEWELERS WATCHES, JEWELRY & SILVEB WARE. WATCHES and JEWELRY REPAIRED. 802 Chestnut St., Phila-

### Ladies' and Gents' Watches AMERICAN AND IMPORTED,

### Of the most celebrated makers.

FINE VEST CHAINS AND LEONTINES In 14 and 18 karat.

DIAMOND and other Jeweiry of the latest designs Engagement and Wedding Rings, in 18-karat and coin. Solid Silver-Ware for Bridal Presents, Table Outlery Plated Ware, etc. 115 fmw

## CENUINE OROIDE GOLD AND SILVER WATCHES. \$12, \$15, \$20, \$25.

We are now selling cur Watches at retail for wholesale prices, \$12 and upwards, all in hunting coases. tientiemen's and Ladies' sizes, warranted good timers as the best, costing ten times as much. OHAINS AND JEWALEY.

Send for direular. Goods sent C. O. D. Customers can examine before paying, by paying express charges each way.

### JAMES CERARD & CO...

\$28 mwf\$	and the second	NEW YORK.		
S. E. corner SEV	hoissale Deal	CHESN	UT a	CO HEroet
FOWER CLOCKS.	LOCKS	8.		ß
	NZE OLOOKI			
		AMERIO		
G.	W. RUS	SELL	49	

No. 22 NORTH SIXTH STREET.

### WATER PURIFIERS.

### FARSON'S

### New Patent Water Filter and Purifier

Will effectually cleanse from all IMPURITIES, and remove all foul taste or smell from water passed through it. In operation and for sale at the MANUFACTORY, No. 230 DOCK Street, and sold by House-furnishing Stores generally. 5 311

ONE DOLLAR GOODS FOR 95 CENTS, 19 14(145) DIA ON'S. No. 21 S. RIGHTH Street.

Baitimore and Washington, stopping at Chester Thurlow, Linwood, Claymont, Wiimington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's

and Sten.mer's Run. Night Express at 11'30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elitton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Forress Monroe and Norfolk will take the 12:00 M. train. WILMINGTON TRAINS.

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-ware Railroad for Harrington and intermediate

stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00,

and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M.

train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 0.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cenral Railroad. From Baltimore to Philadelphia.-Leave Balti-

more 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 TKAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perrynan'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 Bertha in Sleeping Cars can

Chernut street, under Continental Rocel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, superintendent.

# DHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadeiphia and Krie Kaliroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:-WESTWARD. MAIL TRAIN leaves Philadelphia • 10 20 P. M.

\* Williamsport - 8 00 A. M. arrives at Erie - 740 P. M. ERIE EXPRESS leaves Philadelphia 10:50 A. M. ERIE EXPRESS leaves railadeiphia 1000 A. M. "Williamsport - 8:15 P. M. "arrives at Erie - 7:25 A. M. ELMIRA MAIL leaves Philacelphia - 7:50 A. M. "Williamsport - 6:00 P. M. "arrives at Lock Haven 7:20 P. M. BALD EAGLE MAIL leaves Williams-- 1.80 P. M. " arrives at Lock Haven - - 245 P. M. BASTWARD. MAIL TRAIN leaves Erie - 8:50 A. M. "Williamsport 9:25 P. M. "arrives at Philadelphia 6:20 A. M. ERIE EXPRESS leaves Erie - 0:00 P. M. "Williamsport 8:16 A. M. "Williamsport 8:16 A. M. "Arrives at Philadelphia 9:30 P. M. ELMIRA MAIL leaves Williamsport - 9:45 A. M. BUFFALO EXP. leaves Williamsport 12:26 A. M. "Arrives at Philadelphia 9:50 P. M. BUFFALO EXP. leaves Williamsport 12:26 A. M. "Arrives at Philadelphia 9:52 A. M. "Arrives at Philadelphia 9:25 A. M. BALD EAGLE MAIL leaves L. Haves 11:36 A. M. BASTWARD. BALD EAGLE MAIL leaves L. Haven 11 36 A. M. """" arr. Williamsp't 12 50 P. M. BALD EAGLE EX. leaves Lock Haven 935 P. M. """" arr. Williamsport 10 50 P. M. Express Mall and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent.

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 4:30 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

Train leaving Philadelphia at 7 A. M. connects at

Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chad's Ford Junc-tion with WILMINGTON & READING R. R. 4:2

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:80 and 11:30 A and e-50 P. M., returning from Tamaqua at 8.35 A. M., and 1.40 and 4.50 P. M.

M., and F40 and 4 60 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 5'55 A. M. for Pinegrove and Harrisburg and at 12'05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3'40 P. M., from Brookside at 3'45 P. M., and Train Transport at 8'55 A. M. and 5'65 P. M., and from Tremont at 6 25 A. M. and 5 06 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 Fottstown Accommodation

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

day only, are sold at Pottsville and intermediate stations by keading and Pottsville and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms. Milthadde TICKETS.—Good for 2000 miles, be-

MILLAGE 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 months, for holders only, to all

points, at reduced rates. CLERGYMEN residing on the line of the road

will be furnished with caros entitling themselves and wives to tickets at half fare. EXOURSION 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 streats.

streets. FREIGHT.-Goods of all descriptions forwarded

FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Fhiladelphia Fost Office for all places on the road and its branches at 5 A. M., st d for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at that A. M. 1929 poor fand the Philadelphia daily at

6.35 A. M., 12.30 noon, 6 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and

points beyond. BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 226 S. FOUNTH Street, or at the Depot, THIRTEENTH and CALLOW-

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

and stations on the P. and B. C. R. R. 946 A. M. for West Chester stops at all stations. 1156 A. M. for B. C. Junction stops at all stations. 250 F. M. for West chester stops at all stations. 415 P. M. for B. C. Junction stops at all stations. 445 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 520 P. M. for B. C. Junction. FOR MANAYUNA. Leave Philadeiphia 6, 7)4, 9, and 11:05 A. M., 1)4, 3, 4)4, 5, 514, 6)4, 8:05, 10, and 1134 P. M. I cave Manayunk 6, 6:55, 7%, 8 10, 9 20, and 11)4 A. M., 2, 3)4, 5, 6%, 8%, and 10 P. M. ON SUNDAYS.

5 20 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all

stations.
6 to P. M. for West Chester stops at all stations.
11 to P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5 to A. M. from West Chester stops at all stations.
6 to A. M. from West Chester stops at all stations.
7 40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

8 15 A. M. from B. C. Junction stops at all stations, 10:00 A. M. from West Chester stops at all stations. 1:05 P. M. from B. C. Junction stops at all stations. 1:05 P. M. from West Chester stops at all stations. 4 55 P. M. from West Chester stops at all stations connecting at B. C. Junction for Oxford, Kennet Port Deposit, and all stations on the P. & B. C. R. R.
6-55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9-50 P. M. from B. C. Junction. This train commences running on and after June 1st, 1s70, stopping at all stations.

ping at all stations. ON SUNDAYS, S & A. M. for West Chester stops at all stations, con-necting at B. C. Junction with P. & B. C. R. R. 2 & O. M. for West Chester stops at all stations. 4 & A. M. from West Chester stops at all stations. 7 & O. P. M. from West Chester stops at all stations. 7 & O. P. M. from West Chester stops at all stations. connecting at B. C. Junction with P. & B. C. R. R. W. C. WHEELER Sup't,

and a second state of the second state of the

Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 06, and 3 26 P. M. Doylestown at 8:25 A. M., 4:40 and 7:05 P. M.

Lansdale at 7:30 A. M. Fort Washington at 9 20 and 11:20 A. M., 3:10 and

Abington at 2.35, 4.55, 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.

and 7:00 P. M. ha 700 P. M. Loylestown for Philadelphia at 6.30 A. M. Bethlehem for Philadelphia at 4.00 P. M. Fort Washington for Philadelphia at 9.39 A. M.

Fort Washington in the second state of the sec

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., 120, 2, 3½, 8¾, 4, 4½, 5°05, 5¾, 6, 0½, 7, 8, 9°20, 10°05, 11, 12 P. M. Leave Germantown 6, 6°55, 7½, 8, 8°20, 9, 10, 10°80, 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 3¾ and 5¾ up trains.

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, 405, 7, and

Leave Germantown at 81/4 A. M., 1, 3, 6, and 91/4 P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 8%, 5%, 7, 9°20, and 11 P. M Leave Chessut Hill 7'10, 8, 9°40, and 11'40 A. M., 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 750 A. M., 1240, 540, and

9-25 P. M. Passengers taking the 6.55, 9, and 10.50 A. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection Statio

FOR CONSHOHOCKEN AND NORRISTOWN. FOR CONSTICUCEEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 65 A. M., 1%, 3, 4%, 4, 6%, 6% 10, and 11% P. M. Leave Norristown 6%, 6% 5, 7, 7%, 8% 60, and 11 A.
 M., 1%, 3, 4%, 6% 8, and 9% P. M.
 M. SUNDAYS. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
 Leave Norristowa 7 A. M., 1, 5%, and 9 P. M.
 FOR MANAYUNK.
 FOR MANAYUNK.

ON SUNDAYS. Leave Philadelphia 9 A. M., 2%, 4, and 71% P. M. Leave Manayuns 7% A. M., 1%, 6% and 9% P. M. PLN MOUTH RAILROAD. Leave Philadelphia 7% A. M. and 5 P. M. Leave Philadelphia 7% A. M. and 4% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Manayunk, and Consho hocken.

Passengers taking the 7, 9:05, and 11 A. M. trains

from Nieth 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 9 20 P. M. trains from

Germantown to Ninth and Green streets. 5 20 W. S. WilLSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-

THE PHILADELPHIA AND BALTIMORE CEN-TRAIL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9.25 A. M. and 4.25 P. M., on arrival of trains from Baltimore. OXFORD at 6.25 A. M., 1085 A. M., and 5.30 P. M., CHADD'S FORD at 7.26 A. M., 12.00 M., 1.30 P. M., 4.45 P. M., and 6.49 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the safe. HENRY WOOD,

HENRY WOOD,

General Superintendent.

hocken.

BALCH

tersection Station.