## INFALLIBILITY.

Cardieal Autonelli in Defense of the Dogma. The full reply of Cardinal Antonelli, on behalf of the Holy See to the note of Count Daru, the late French Minister of Foreign Affairs, which received the perfect concurrence of Germany, Austria, Bavaria, Italy, and Spain, has just been made public. although it dates back to the 19th of March. It was addressed to Monsignor Chigi, the Apostolic Nuncio at Paris, and is very lengthy and elaborate. We select the following para-

It results from these principles that, if the infallibility of the Church embracs-but not in the sense indicated by the French despatch -all that is necessary to the preservation of the integrity of the faith, no prejudice can accrue therefrom to science, history, or politics. The prerogative of infallibility is not an unknown fact in the Catholic world. At all times the supreme magistracy of the Church has dictated the rules of faith without the internal arrangements of States being interfered with, and without their princes seeing just cause for alarm. They, indeed, wisely appreciating the influence of these regulations in the light of good order and civilized society, often constituted themselves the avengers and defenders of the doctrines defined, and obtained the full and respectful observance of the same by means of their royal concurrence.

Does it not again follow from this that, if the Church was instituted by its divine Founder as a true and perfect society, distinct from and independent of the civil power, invested with a full and triple authority-legislative, judiciary, and coercive-no confusion should arise therefrom in the progress of human society and the exercise of the rights of both powers. The competency of the one and of the other is clearly distinct and determined by the respective aim which they pursue. By virtue of its authority the Church does not interfere in any direct and absolute manner in the constitutive principles of governments, in the forms of different civil regimes, in the political rights of citizens, in their duties with respect to the State, and other matters pointed out in the Minister's note. But no society can exist without a supreme principle as regulator of the morality of its actions and its laws. Such is the sublime mission confided by God to the Church, with a view to the happiness of nations, and without requiring for the accomplishment of this ministry interference with the free and prompt action of governments. It is, in fact, the Church that, in inculcating the principle of rendering to God the things that belong to God, and to Cresar the things that are Cresar's, imposes at the same time upon her children the obligation to obey conscientiously the authority of princes. But these should in their turn remember that, if they issue laws contrary to the principles of eternal justice, to obey them would not be to render unto Cresar the things that are Cresar's, but to purloin from God the things that are His. I say anew, for, as I have already remarked, the doctrines contained in the above-named

document, far from being new and unheard of, are not, as a whole, other than the Catholic teachings professed in all ages by the whole Church, as all the pastors of Catholicism summoned by the supreme head of the hierarchy to render authentic testimony in the bosom of the council to the faith and tradition of the Universal Church solemnly attest. On the other hand, we must hope that Catholic doctrine, receiving new and solemn confirmation from the fathers of the Council of the Vatican, will be received by a faithful people as the rainbow of peace and dawn of a better future. The sole aim of the confirmation of these doctrines is, in fact, to recall to modern society the principles of justice and honesty,

and thus to restore to the world that peace and prosperity which the perfect observance of the Divine laws alone can produce. Such is the steady hope of all the worthy people who hailed with joy the announcement of a council; such is the conviction of the fathers of the Church, hastening hither rejoicing at the voice of the supreme pastor; such is the prayer that the vicar of Jesus Christ continually addresses to God in the midst of the troubles and difficulties of his pontificate. Then one does not comprehend wherefore the bishops should have to renounce their episcopal authority as a consequence of the

definition of Papal infallibility.

By an analogous motive—the authority of bishops being strengthened by the solemn confirmation of the Papal infallibility-that of princes, and of Catholic princes particularly, will become no less so. The prosperity of the Church and the trauquillity of the State depend upon the strict and intimate union of the two supreme powers. Who does not perceive from this that not only the authority of princes will suffer no diminution from the supremacy of the Pontiff, but that it will, on the contrary, find therein a support? What obedience, what respect, what protection do not the sons of the Church owe to the anthority established by God to direct princes and people to the supreme end of eternal salvation? These monarchs cannot ignore that the royal power has been given them for the defense and patronage of Christian society. But precisely because the principle of authority shall have been confirmed in the Church and her head, a new force and impulse will be communicated to the sovereign power, which has the same divine origin and common interest. Thus, if the perversity of the period has separated these two powers, and placed the one and the other in a difficult and painful position, to the great prejudice of human society, relations of the closest nature shall come to unite both by an indissoluble tie for the defense of the great religious and social interests, and the path be opened up leading to a more joyful and prosperous future.

From the preceding considerations, it oozes out that the council is not summoned to discuss political interests, as the despatch of M! Daru would appear to indicate. The French Government would scarcely, therefore, find sufficient motive for deviating from the line of conduct it had traced out for itself with regard to the council, and would not desire to insist on the demand for the communication of the decrees that are to be submitted to the examination and the discussion of the venerable assembly of bishops.

THE "RIVISTA EUROPEA" ON GARI-BALDI.

In the April number of the Rivista Europea there is an excellent review of General Garibaldi's two novels, "Cantoni il Volontario" and "Clelia, The Rule of the Monk," Signor Angelo de Gubernatis. As it may be interesting to our readers to learn what is the judgment of liberal and educated Itaty on the last literary productions of the General, we shall give a brief resume of the review. Signor de Gubernatis regrets that General Garibaldi should have been tempted to write novels when there was one book which he might have written with the greatest anccess, and which was naturally to be expected

from him. "My Memories," or "The Legend of the Camicia Rossa," when related by the General, would have deservedly attracted millions of readers. It would have been well for Garibaldi had he never read the volumes of Victor Hugo and Guerrazzi, especially those of the latter, whom the author of "Clelia" has followed only too faithfully in his curses against tyrants, and in his imprecations against priests. It is probable that no one will read any future novels of General Garibaldi except his own volunteers, for whom alone they seem to be adapted. The General has done everything he could to restrict the circle of his readers. He calls the Italian Government "always hypocritical" and "always perverse;" he constantly insults the Italian army; he gives to Jews the opprobrious epithets of "vagabonds and usurers; and he declares that he would like to see the churches sacked, even at the risk of causing the destruction of some masterpiece of art, In the "Cantoni," Garibaldi seems to exhaust all his vocabulary in violent abuse of the priesthood; the priest is "a vampire, a fox, a reptile, a viper, a byena, an insect, a goat, a serpent, or a wolf;" in fact, the priest is represented as constituting in himself at least half of a large zoological collection. But even this does not satisfy the General; the priest, according to him, is "a pest, a cryptogamous animal, the slave of the demon, an assassin, an enemy of Italy, an enemy of the human race, a buffcon, a master of all deceit, a real secret police, the solid pedestal of despotism, the quintessence of the horrid ministry of hell," besides a number of appellations which we purposely omit. In the "Cantoni," Signor de Gubernatis says, there is no novel or fiction whatever; to call it a novel is a mere pretense; the real aim is too apparent. which is to vent imprecations on the Government and the priesthood. He says that the General's brain seems like a ship without a compass; it strikes against every rock and every shore, for the good pilot is wantingthe goddess Reason, whom the General names indeed, but to whom he is so little devoted as to offend her in almost every page. The author of "Clelia" and of "Cantoni" has belied the apparent simplicity of his character; he bas followed the perfidious advice of his flatterers, and so sinks under the weight of his and their imprudence. If the General would rise again in the estimation of the world, he must not continue to write as he has done lately. His hymns to women (and these, it should be noted, are only in honor of young women) do not remove the unpleasant impression which is created by his incessant imprecations against that part of Italy which is not exclusively Garibaldian. These hymns struggle to reach a poetical elevation, but they are weighed down by sheer monomaniacal exclamations. There are a few beautiful pages in the "Cantoni;" and these are those in which the General, forgetting to speak of himself, pays a tribute of honor to some one of his brave companions in arms. Signor de Gubernatis concludes by saying, "I would rather have broken my pen than have been obliged to write such painful words of the man of our affections; but I would rather become dumb than not raise an alarm against writings which, recommended by a revered name, can destroy in one single day all the good which in a whole year's hard work thousands of poor teachers have achieved in our popular schools.

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New Patent Water Filter and

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move all foul taste or smell from water passed through it. In operation and for sale at the MANUFACTORY, No. 220 DOCK Street, and sold by House-furnishing Stores generally.

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RAILROAD LINES.

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

to New York and Way Places.

At 6:30 A. M., Accommodation, and 2 P. M. Express, via Camden and Amboy, and at 8 A. M., Express Mall, and 3:30 P. M., Accommodation, via Camden and Jursev City.

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 Lovy Branch and points on New Jersey Southern Resilvand.

Jersey Southern Railroad. At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for At 6:50. 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Hordentown, Florence, Burlington, Beverly, Delanco and Riverton.

At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Pallware. and Palmyra.
At 6:30 and 10 A. M., 12 M. 5, 6, 8, and 11:30 P. M. for Fish House.
The 11:30 P. M. line leaves from Market Street Ferry (upper side).

At 7:30 A. M., 2:30, 3:30, 5, and 6 P. M. for Trenton and Bristol, and at 10.45 A. M. and 4 P. M. for At 7:30 A. M., 2:30 5, and 6 P. M. for Morrisville and Tullytown.
At 7 30 and 10 45 A. M., 2 30, 4. 5, and 6 P. M. for Scherck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12 30, 5 15, and 7 30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction. At 7 and 10 46 A. M., 12 30, 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 and 9-30 A. M., 1-20, 2-45, 6-45, and 12 P. M.,
New York Express Lines, and at 11-30 P. M., Emigrant Line, via Jersey City.

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

for Trenton. 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 RALLROAD LINES.

PROM KENSINGTON DEPOT.

At 7:30 A. M. for Ningara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracusa, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc. Mikesbarre, Schooley's Mountain, etc.
At 730 A. M. and 3:30 P. M. for Scranton,
Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.

At 6 P. M. from Kensington Depot, for Lambert-ville and intermediate stations. CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTS FOWN RAIL-ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2-16, 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

At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemterton. At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Fgypt, and Hor-At 7 A. M., 1 and 3-30 P. M. for Cream Ridge, Imlaystewn, Sharon, and Hightstown. May 20, 1870. WM. H. GATZMER, Agent.

THILABELPHIA, 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 atd 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-

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

Express Train at 4 P. M. (Sundays excepted), for Baltimore 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. (I'aily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will Passengers for Fortress Menroe and Norfolk will take the 12:00 M. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.00 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Delaware 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 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cen-

7:00 A. M. and 4:30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Maii; 7:40 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TKAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West 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. 323 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:-

WESTWARD. MAIL TRAIN leaves Philadelphia - 10 20 P. M.
Williamsport - 8 00 A. M.
ERIE EXPRESS leaves Philadelphia 10 50 A. M. arrives at Erie 7-40 P. M.
ERIE EXPRESS leaves Philadelphia 10-50 A. M.
Williamsport 8-15 P. M.
arrives at Erie 7-25 A. M.
ELMIRA MAIL leaves Philadelphia 7-50 A. M.
Williamsport 6-00 P. M.
arrives at Lock Haven 7-20 P. M. BALD EAGLE MAIL leaves Williams.

Port - 1 30 P. M.

arrives at Lock
Haven - 245 P. M.

BASTWARD.

ELM IRA MAIL leaves Williamsport - 9 46 A. M.
arrives at Philadelphia 9 50 P. M.
BUFFALO EXP. leaves Williamsport 12 25 A. M.
Harrisburg - 6 2) A. M.
arrives at Philadelphia 9 25 A. M.
BALD EAGLE MAIL leaves L. Haven 11 35 A. M.
arr. Williamsport 12 50 P. M.
BALD EAGLE EX. leaves Lock Haven 9 35 P. M.
" arr. Williamsport 10 50 P. M.
Express Mail and Accommodation, cast and west, connect at Corry, and all west bound trains and

connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Oreck and Allegheny River Railroad, WM. A. BALDWIN, General Superintendent.

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

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-For PORT DEPOSIT at 7 A. M. and 4 30 P. M. FOR OXFORD, at 7 A. M., 4 30 P. M. and 7 P. M. FOR CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2 30 P. M., 4 30 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 6-65 A. M., and leaving Port Deposit at 9-25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4-2

RAILROAD LINES.

P EADING RAILROAD-GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Caradas. SPRING ARRANGEMENT

Of Passenger Iraius, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. At. 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 636 P. M.; arrives in Phindelphia at 9:25 P.M. MORNING EXPRESS. MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Cariisle, Cham-

bersburg, Hagerstown, etc. The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-16 A. M. train connects with the Lebenen Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for William port, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquenana trains for Northumberland, Williamsport, York, Cham

bersburg, Finegrove, 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 in-termediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.00 P. M.; strives in Pottstown at 6.15 P. M. 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 6.25 P. M., stopping at all way stations; arrive in Philadelphia at 10.20 A. M. and 9.25 P. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at

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 routh at 6-35 P. M., arriving in Philadelphia at 9-25 P. M. Market train, with a passeger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 540 A. M., 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 CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

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

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

in Perkiomen Valley connect with trains at Col-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 1.45 and 10.05 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

arrival of Pennsylvania Express from Pittsburg at 6:36 A. M. and 11:26 A. M., passing Reading at 7:23 A. M. and 1:27 P. M., arriving at New York 12:05 noon fand 6:00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

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

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

Trains leave Auburn at 855 A. M. for Pinegrove and Harrisburg and at 1246 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 340 P. M., from Brookside at 345 P. M., and from Trement at 6 25 A. M. and 5 05 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West

and Canadas.

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 Padding and Pottsville and Intermediate

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, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families discount, between any points desired, for families

MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$47.00 each, for families and firms.

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

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

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday.

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 Philadelphia Post Office for all places on the road and its branches at 5 A. M., ard 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.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street.

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

HILL Streets.

at the Depot, THIRTEENTH and CALLOW-

leave from the Depot, THIRTY-FREST and CHESNUT, as follows:—
FROM PHILADELPHIA.
6-45 A.M., for B. C. Junction, stops at all stations.
7-15 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.
2-30 P. M. for West chester stops at all stations.
4-15 P. M. for West Chester 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. 530 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 30 P. M. for West Chester stops at all stations. FOR PHILADELPHIA.

FOR PHILADELPHIA.
5-25 A. M. from B. C. Junction stops at all stations.
6-20 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), connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C.
R. R.

R. R.
S-15 A. M. from B. C. Junction stops at all stations,
10-10 A. M. from West Chester stops at all stations,
1-105 P. M. from B. C. Junction stops at all stations,
1-105 P. M. from West Chester stops at all stations,
4-105 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.
6-105 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
9-106 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopmences running on and after June 1st, 1876, stop-ping at all stations.

ON SUNDAYS,

on SUNDAYS,
s-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2-30 P. M. for West Chester stops at all stations.
4-20 A. M. from West Chester stops at all stations.
7-26 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,

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, MAY 20, 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

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,

Man Train TRAINS LEAVE DEPOT. Paoli Accommodation . 12 50 and 7 10 P. Fast Line 12:50 and 7:10 P. M. 12:50 and 7:10 P. M. 12:30 P. M. Harrisburg Accommodation 2:50 P. M. Lancaster Accommodation 4:10 P. M. Cinatan Train Lancaster Accommodation 5-30 P. M.
Parkesburg Train 8-90 P. M.
Cincinnati Express 8-90 P. M.
Eric Mail and Pittsburg Express 16-30 P. M.
Was Passenger 11-30 P. M. 

Cincinnati Express leaves daily. All other trains The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116

Market street. Sunday Train No. 1 leaves Philadelphia at 8:49 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:49 P. M.; ar-rives at Paoli at 7:40 P. M. Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Fhiladelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at

Philadelphia at 6 10 P. M. TRAINS ARRIVE AT DEPOT. Parkesburg Train
Fast Lineand Buffalo Express

9.25 A. M.
Past Lineand Buffalo Express

9.25 A. M.
Past Lineand Buffalo Express

9.25 A. M.

Lancaster Train . . . . . 12 85 P. M Lancaster Train

Erie Express

Lock Haven and Elmira Express

Pacific Express

Pacific Express

Barrisburg Accommodation

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.

No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Depot.

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 Hundred 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.

NORTH PENNSYLVANIA RAILROAD— LI HIGH AND WYOMING VALLEYS, NORTH-FEN 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.

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-

At7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazieton, Pittston, Towanda, Waverley, and inconnection with the ERIE RALL-WAY for Buffalo, Niagara Falls, Rochester, Cleveand, Chicago, San Francisco, and all points in

the Great West.

8 26 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Betalehem Easton, Allentown, Mauch Chunk. Wilkerbarre, Pittston, Scranton. Hacketts'own, Schooley's Mountaiz, and N. J. Central and Morris and I ssex Railroads. 11 A. M. (Accommodation) for Fort Washington.
1 16, 3 50, and 5 20 P. M., for Abington.
1 45 P. M. (Express) for Bethlehem, Easton, Alentown, Mauch Chunk, Mahanoy City, Wilkes-

barre, Pittston, and Hazleton. 230 P. M. (Accommodation) for Doylestown. At 320 P. M. (Bethiehem Accommodation Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.
4.16 P.M. (Mail) for Doylestown.

500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 8 20 P. M. (Accommodation) for Lansdale. 8 00 and 11 30 P. M. (Accommodation) for Fort

Washington.
The Flith and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Betblehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 8 25 P. M. 26 P. M. Doylestown at 8:25 A. M., 4:40 and 7:05 P. M. Lancdale 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 Loylestown at 200 P. M. Philadelphia for Fort Washington at 839 A. M. and 7:00 P. M. Boylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 9:39 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. 106 S Fifth street.

May 16, 1870. ELLIS CLARK, Agent.

DHILADELPHIA, GERMANTOWN AND NOR-

THE TABLE THA, GLESHATOWN 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, 3½, 8½, 4, 4½, 6 05, 6½, 6, 6½, 7, 8, 9 29, 10 10 50, 11, 12 P. M. leave Germantown 6, 6 55, 7%, 8, 8.20, 9, 10, 10.50, 12 A. M., 11/4, 2, 3, 3.60, 4%, 5, 51/2, 6, 61/4, 7, 8, 9.20, 16, 11 P. M. 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

Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 CHESNUT HILL RAILROAD. Leave Philadelphia 6 8, 10, and 12 A. M., 2, 334, 55, 7, 926, and 11 P. M. Leave Chessut Hill 7:10, 8, 9:40, and 11:40 A. M.,

1.40, 5.30, 5.40, 6.40, 9, and 10.40 P. M. ON SUNDAYS. Leave Philadelphia at 9.4 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7.60 A. M., 12.40, 5.40, and

Passergers taking the 6:55, 9, and 10:50 A. M. trains from Germantown will make close connecons with the trains for New York at Intersection FOR CONSECHOCKEN AND NORRISTOWN, FOR CONSECHOCKEN AND NORRISTOWN.
Leave Fhiladelphia 6 7½, 9, and 11 05 A. M., 1½,
8, 4½, 4, 5½, 6½, 8 05, 10, and 113 P. M.
Leave Nortstown 5½, 6 25, 7, 7¾, 8 50, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norr.stown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½.

Leave Phitadelphia 6, 714, 9, and 11:05 A. M., 114, 3, 414, 5, 515, 614, 5 05, 10, and 11:17 P. M. 1 cave Manayunk 6, c-15, 714, 8 10, 9 20, and 1114 A. M., 2, 314, 5, 614, 814, and 10 P. M. ON SUNDAYS.

Leave Philadelphia 9 A. M., 25, 4, and 714 P. M. I cave Manayung 73 A. M., 13, 614 and 914 P. M. PLY MOUTH KAILROAD.

Leave Philade phia 7% A. M. and 5 P. M.
Leave Flymouth 6% A. M. and 4½ P. M.
The 7% A. M. train from Norristown will not
step at Mogec's. Potts Landing, Domino, or Schur's
Lane. The 5 F. M. train from Philadelphia will
step only at School Lane, Manayunk, and Consho Passengers taking the 7, 906, and 11 A. M. trains from Nirth and Green streets will make close connections with the trains for New York at In-

connections with the trains from New York tersection Station.

The 11 A, M and S 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-TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9:25 A M. and 4:25 P. M., on

PORT DEPOSIT at 925 A M, and 425 P, M, on arrival of trains from Baltimore.

OXFORD at 645 A. M., 1035 A. M., and 630 P. M.
CHADD'S FORD at 726 A. M., 1200 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 responsible for an amount exceeding one hundred dollars unless a special contract is made for the salve.

General Superintendent. General Superint

AUD FION SALES,"

M. THOMAS & SONS, NOS. 189 AND 16

Executor's Sale on the Premises—Estate of John W.

Clashorn, deceased.

LARGE AND VALUABLE RESIDENCE AND FURNITURE.

On Friday Moroing,

June 3, at 16 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, containing in front 25 feet and in depth 170 feet to 25-feet street.

Immediately after the sale of the residence will be sold, by catalogue, the superior partor, dining groom, and cham-Introduction after the sale of the residence will be sold, by catalogue, the superior parior, diming room, and chamber furniture, pisno, carpets, bookcase, fine matterses, bods, kitchen furniture, refrigerator, etc.

612t

DESIRABLE COUNTRY STAT. WASHINGTON AND CHURCH LANES,
Chelten Hills, Cheltenham Township,
Montgomery County, Penrsylvania,
Montgomery County, Penrsylvania,
Wiles from Philadelphia, and a few minutes' walk to
York Road Station on the North Pennsylvania Railroad,
On FRIDAY, June 3, 1876, at 30, o'clock P. M.,
Will be s-led at Public Sale,
ON THE PREMISES.

Full particulars in handbills. DUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 221 and 224 MARKET Street, corner of Each street. Successors to John B. Myers & Co.

LARGE SALE OF CARPETINGS, 500 ROLLS WHITE, BED CHECK AND FANCY CANTON MATTINGS, RTC.

June 3, at 11 o'clock on four months' credit, about 3 0 pieces ingrain, Venetian, list, hamp, cottage, and rag carpetings, Canton mattings, cil cloths, etc.

5 28 5t

SPECIAL AND PEREMPTORY SALKOF 8000 DOZEN
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 half hose.
Children's hose and half hose,
id cases Canton fans.
40 cases silk and gingham umbrollas and parasols.
ALSO.
Stock of a retail store declining business.
5

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning. June 6, at 10 o'clock, on four months' credit, 5 31 5t

SALE OF 2000 CASES BOOTS, SHOES, STRAW GOODS, TRAVELLING BAGS, ETC. On Tuesday Morning, June 7, at 10 o'clock, on four months' credit. 615t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 OHESAUT Street, rear entrance No. 1107 Sansom street.

Sale at No. III0 Chesnut street.

HANDSOME WALNUT PARLOR, CHAMBER,
Library, and Dining room Furniture; Velvet, Brussels,
and Ingrain Carpets; 5 Rosewood Pianes, by celebrated
makers; Silver-plated Ware and Gutlery, 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, pianos, paintings, engravings, china, atc.

612t

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

SALE FINE O'L PAINTINGS, OHROMOS,
FRAMES, ETC.
On Friday Morning,
June 3, at 11 o'clock, at the suction rooms, No. 704
Chesnut street, a collection of fine modern oil paintings,
including specimens by E. D. Lewis and others; fine
chromos, gilt frames, unframed chromos and engravings,
etc. tc. May be examined on Thursday, June 2.

May be examined on Thursday, June 2. 530 4t

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

On Saturday Morning,
June 4, at 11 o'clock, at the auction rooms, without reserve, 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
fets of fine double harness, equal to new,
May be examined on Friday afternoon.

It is announced that every let in this sale will be sold
without the least reserve. All guaranteed as represented.

613t

Sale No. 1013 S, Fifth street.

SUPERIOR PARLOR, CHAMBER, AND DININGroom Furniture: Fine French Plate Mirrors, Handsome Brussels Carpets, China and Glassware, Kitchen
Utensils, etc.

On Monday Morning,
At 10 o'clock, at No. 1012 S. Fifth street, the entire
superior household furniture, etc.

62 3t

A CHCICE COLLECTION OF FINE MODERN OIL PAINTIAGS AT AUCTION,
The Property of W. L. MARPLE ESQ.
On Tuesday Morning and Evening,
June 7, at 11 o'clock and 8 o'clock, at the auction rooms. No. 714 Chesnut street, by catalogue, the choice collection of Mr. W. L. Marple, a resident artist of San Francisco, Cal. The collection embraces many fine specimens from the casel of Mr. Marple, and a fine selection made by Mr. Marple while visiting Europe recently.

Will be on exhibition two days previous to sale. 625t

Sale No. 2212 Vice street.

ELEGANT WALNUT PARLOR FURNITURE,
Bot swood Superior Grand Piano, by Weber: Handsome
Ciled Walnut Chamber Furniture, Fine French Plate
Mirrors. Handsome Library and Drawing-room Furniture, Fine China, Glass, and Plated Ware, Handsome
Fuglish Brussels and Other Carpets, Etc.

On Thursday Morning,
June 9, at 10 o'clock, at No. 2212 Vine street, by
catalogue, the entire elegant household furniture,
etc. etc. 6264

A. McCLELLAND, AUCTIONEER No. 1219 CHESNUT STREET.

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

Public sales of Furniture at the Auction Rooms, No. 1219 CHESNUT Straset, every Monday and Thursday.

For particulars see Futlic Ledger.

N. B.—A superior class of Furniture at private sale. BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 ]
No. 250 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra obargs.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SOOTT, Jr., Anctioneer,
No. 1117 CHESNUT Street, (Girard Row). LIPPINCOTT, SON & CO., AUCTIONEERS

TN LOUISVILLE, KY W. GEORGE ANDERSON A CO.

THOMAS ANDERSON A CO.

(Established 1856).

AUCTIONEERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclusively for cash. ively for cash. Consignments solicited for anction or private sales. Regular auction sales of boots, chocs, and hats over Thursday. Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [819 cm

REAL ESTATE AT AUOTION. PUBLIC SALE.—THOMAS & SONS, AUC-tioneers.—Valuable Building, known as the "Hope" Iron Foundry, No. 950 North Ninth street, above Poplar street, 79% feet front, will be sold at public sale, at the Philadelphia Exchange, on Tues-day, June 7, 1870, at 12 o'clock, noon. PUBLIC SALE .- THOMAS & SONS, AUC-Full particulars in small handollis, M. THOMAS & SONS, Auctioneers, 5 28 12 4 Nos. 139 and 141 S. FOURTH St.

RAILROAD LINES .: CAMDEN AND ATLANTIC RAILROAD

Sunday Train for Atlantic City.

On and after SUNDAY, June 5, the Mail Train for Atlantic City will leave VINE STREET FERRY at

8-00 A. M.; returning leave Atlantic City at 4 00 P. M. Stopping at all stations. Round trip tickets, good to return Sunday evening or Monday moratog.....

D. H. MENDY, Agent. WEST JERSEY RAILROADS. COMMENCING WEDNESDAY, JUNE 1, 1870. Leave Philadelphia, foot of Market street (upper ferry), at
8:00 A. M., Mail for Cape May, Bridgeton, Salem,
Millville, Vincland, Swedesboro, and intermediate

stations

11 45 A. M., Woodbury Accommodation.

8 15 P. M., Mail for Cape May, Milliville, Vineland, and way stations below Glassboro.

8:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

6:45 P. M., Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, at d way stations.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, \$10. Annual Tickets, \$100.

Freight Train leaves Clamden daily at 12 o'clock Freight Train leaves Clamden daily at 12 o'clock neon. Freight received in I hiladelphia at second covered wharf below Wainut street.

Freight delivery at No. 225 S. Delaware avenue.

8 16 WM. J. SEWELL, Superintendent.

ONE DOLLAR GOODS FOR 95 CENTS, B istuil DIAON'S, No. 21 S. EIGHTH Street