THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, JUNE 10, 1870.

TWO POSTHUMOUS OPERAS.

Mozart and Weber.

There is something so remarkable (says the Pall Mall Gazette) in the fact that an operetta by Weber and an opera by Mozart should both have remained untouched by our managers until the present day, that the first question one feels inclined to ask respecting them is, not what they are, but where they came from; for not one piece either from Abu Hassan, or from L'Oca del Cairo, had ever, we believe, been publicly performed in England until last month, at Drury Lane. There is this important difference between the two productions as they now stand-one is Weber's work, almost as Weber left it, while the other, though every number it contains is from the hand of Mozart, is nevertheless a pasticcio in which some of the music was not written for the words to which it now finds itself joined. Abu Hassan dates from the year 1810, when its composer was in his twenty-fifth year. It can scarcely, however, be looked upon as a work of his early youth, since Weber, with the precocity which has distinguished so many great musicians, began to write for the stage at the age of fourteen. Thus he had already had something like ten years' experience as a dramatic composer when he produced Abu Hassan at the Darmstadt Theatre. This charming little opera (of about the same dimensions as Preciosa) would have sufficed to make Weber celebrated had he never composed Der Freischutz, the fame of which soon eclipsed that of all that he had previously given to the world. Nor can Abu Hassan be placed on an equality with Oberon. But it may fairly have a place assigned to it between Preciosa and Euryanthe, and, thanks to the superior interest of the libretto, is much more likely to become popular than the latter work, to which the nickname of "Ennuyante," bestowed upon it by the irreverent amateurs of Vienna, is not altogether inappropriate. The story of Abou Hassan, in the "Arabian Nights," is well enough known, and nothing can be simpler. Hassan and Fatima, husband and wife, are suffering from that "accursed want of pence" which troubles not "public men" alone. Neither the Caliph nor Zobaide the Caliph's wife, will do aught to assist them; but Fatima thinks that if she pretended that her husband was dead the Caliph's regard for Hassan would make him give her a good sum for funeral expenses, and that if Hassan applied the scheme conversely he would be sure to get a bandsome trifle from Zobaide with which to bury Fatima. The attentions paid to Fatima by Omar serve to complicate and strengthen the intrigue, which is briskly carried on to the very end of the little piece. The German librettist has followed the incidents of the Arabian story closely enough, and has retained all the original characters with or without changes of name. The German book was translated and adapted to the French stage eleven years ago by MM. Nuitter and Beaumont, and was produced with much success on the 11th of May, 1859f at the Theatre Lyrique. The French book has now been translated into Italian by Signor Marchesi, the Signor Marchesi's Italian translation has been done into admirable English verse by M. du Terreaux, whose version, moreover, forms a good acting piece, pleasant to read, and capable, as it now stands, of being sung to the original music. Most operatic translators seem shackled by their attempts (when they make -them) to observe the master of metre as M. du Terreaux, the more intricacy than a simple ballad. A good music, instead of being a hindrance, has evidently been a help. The three principal parts in the opera are those of "Hassan," "Omar,' the groom of the chamber, and "Fatima," "Hassan's" wife; which at the Theatre Lyrique were played by M. Wartel, M. Meilhet, and Mile. Davimon. At Drury Lane, "Hassan," the tenor part, is assigned to Mme. Trebelli Bettini, and transpositions and changes have, of course, been made in the music to suit it to the contralto voice. This is to be regretted: but it is at least some consolation to hear the music sung as Mme. Trebelli-Bettini sings it. It gains fresh beauty from her perfect execution, which was never more remarkable than in her delivery of "Hassan's" melodions solo "Daro una festa amena." Mme. Monbelli sang her music very brilliantly throughout. The third part, that of the groom of the chamber, was sustained very efficiently by Signor Castelli, who, if he has comparatively but little to do, at least does that little well. One of the best and most original pieces in the opera is a chorus of creditors, which in the effective English version runs thus: --

Chaplain at Saltzburg. It inspired Mozart with anything but admiration; and after setting a portion of it he seems to have thrown the work on one side. The opera was to have been in three acts; and as regards the drama it might as well have been in three as in two, as well in four as in three. However, Mozart never wrote a bar of Act III; and all that he completed for the orchestra was the overture, the introductory quartet, Isabella's solo, the trio which terminates the first act, and the instrumental introductions to some of the other pieces. An ingenious French author, M. Victor Wilder, took up the fragments of Varesco's cumbrous comic opera, which never could cause a laugh. and with the addition of a few scenes of his own, formed them into the semblance of a drama. M. Constantin, conductor of the music at the Fantaisies Parisiennes, finished the orchestration of the pieces which Mozart had not written out for the band, and introduced a scene from another nupublished opera by the same master, "Lo Sposo Deluso," and a trio which Mozart had written for Bianchi's "Villanella Rapita." Thus arranged, "L'Oca del Cairo" was produced under the title of "L'Oie du Caire," at the Fantaisies Parisiennes, where it was played with much success in June, 1857. The air sung by Oretta, the servant, was particularly remarked; so, above all, was the charming solo for Isabella, which for grace and tenderness may be compared to the "Dove Sono"

of the "Nozze di Figaro."

THE UNDERSTANDING OF FUGUES, -As a rule fugue music is perfectly puzzling and unintelligible to a popular audience. Mr. Henry Carter, organist of St. Stephen's Church, Providence, has written the following as to the understanding of them, which will doubtless be gratefully received by many unartistic listeners to that kind of music:-

"If you want to understand a fugue, listen closely to the first twenty notes or so. They are given out distinctly, one at a time, and will be constantly repeated throughout the piece. After the first twenty notes a dust commences, in which the upper or lower part must repeat the melody already given. After the duet comes a trio, with the same first melody in the highest or lowest set of notes. When the trio is finished a quartette begins, and then, as before, you will find the first melody or subject uppermost or in the lower part. The reason the people hate fugues is that they expect the melody always in the upper part and seldom find it. Hunting for the melody, when obscured by three inferior melodies or accompaniments, is a source of keen enjoyment to an educated musical mind. A musician once in the habit of unravelling and dissecting intricate fugues looks upon compositions, where all the beauties are on the surface much as a chess-player looks upon cards. In Bach's fugues do not look for contrasts of light and shade, for quiet sentimental effects, for dramatic power. They have a character of their own, a healthy vigor and manliness, as well as being full to the core of intellectual strength. They may be com-pared more fitly to huge sublime rocks than to sweet violets and the charming forget-menots. Listening attentively to fugues opens the vision to a vast field of musical beauty. He who imagines the whole interest of music to consist in a pretty melody or the effect of chords, knows not the charm of the orchestra with its instrumentation, its arts and intrigue of figure, nor rhythm of the musical pieces; but to such a | can he fully enjoy any fine composition of

RAILROAD LINES.

1870. -FOR NEW YORK-THE OAMDEN ton Railroad Companies' Hnes from Philadelphia to New York and Way Places. R EADING RAILROAD-GREAT TRUNK LINE sylvania, the Schuylkill, Susquehanna, Cumber-land, and Wyoming Valleys, the North, Northwest, and the Canadas. west, and the Capadas. SPRING ARRANGEMENT Of Passenger Trains, May 16, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

At 6'30 A. M., Accommodation, and 2 P. M., Ex-press, via Unmden and Amboy, and at 8 A. M., Ex-

press, via Canden and Amooy, and at s A. at, Ex-press Mail, and 3:30 P. N., Accommodation, via Canden and Jersev 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 Long Branch and points on New

Jersey Southern Railroad, At s and 10 A. M., 12 M., 2, 3 30, and 5 P. M. for Trenton.

Trenton. At 6'50, 8, and 10 A. M., 12 M., 2, 5'30, 5, 6, 8, and 11'30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delance and Riverton. At 6'80 and 10 A.M., 12 M., 3'30, 5, 6, 8, and 11'30 P. M. for Edgewater, Riverside, Riverton, and Balance.

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

At 6:30 and 10 A. M., 12 M., 5, 8, 8, and 11:30 P. M. for Fish House. The 11-30 P. M. Hus leaves from Market Street

etc. anothe 8:15 A. M. train connects with the Lebonon Valley train for Harrisburg, etc.; at PORT CLINION with Catawissa Railroad trains for Willam.port, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Uentral, Cumber-

Ferry (upper side). IROM RENSINGTON DEPOT. 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 kristol

land Valley, and Schuylkill and Susquolana trains for Northumberland, Williamsport, York, Cham At 7'30 A. M., 2'30 5, and 6 F. M. for Morrisville bersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:39 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Read-ing and Columida Rairoad trains for Columbia, etc.

and Tullytown. At 7 30 and 10 45 A. M., 2 30, 4, 5, and 6 P. M. for

At 7 30 and 10 45 A. M., \$20, 4, 5, and 6 P. 4. for Schenck's, E6dington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12 30, 5 15, and 7 30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 nod 10 45 A. M., 12 30, 2 30, 4, 5 15, 6, and 7 30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

PEMBERTON AND HIGHTSTOWN RAIL-

At 7 A. M., 215 and 630 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 Hor-

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Im-

COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street

for Baitimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad

Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad,

at Sealord with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and

at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11:45 A. M. (Sundays excepted).

fer Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-

laystown, Sharon, and Hightstown. May 30, 1870. WM. H. GATZMER, Agent.

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 Metchantsville, Moorestown, Hi Masonville, Hainesport, and Mount Holly.

Frankford

for Trenton.

ROADS.

Pemberton.

nerstown.

Bris

FOTTSTOWN AUCOMMODATION. Leaves Pottstown at 6.25 A. M., stopping at in-termediate stations; arrives in rhiladelphia at 8.46 A. M. Returning, leaves rhiladelphia at 4.00 P. PROM WEST PHILADELPHIA DEPOT.

A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 6.25 P. M. REALING AND POTTS VILLE ACCOMMODA TION. Leave Pottsville at 5.40 A. M. and 4.20 P. M., and Reading at 7.50 A. M. and 8.35 P. M., stopping at all way stations; arrive in Philadelphia at 10.20 A. M. and 9.25 P. M. Deturying Leaves Philadelphia at 5.15 P. M. ; ar-Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 2:45, 6:45, 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 , 12:45, 2:45, 6:45, and 12 P. M.

Hartford,

Returning, leaves Philadelphia at 5.15 P. M.; ar-At 7 and 9:30 A. M., 12 45, 6:45 and 12 P. M. for rives in Reading at 7:55 P. M., and at Pottsville at

Bristol. At 12 P. M. (night) for Morrisville, Tullytown, 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 Morning Express trains for Philadelphia leave Hornibig Express trains for Print depnia feave Horrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Fhiladelphia 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 daily. All others Sundays excepted. BELVIDERE DELAWARE RAILROAD LINES. 00 P. M.

ersburg, Hagerstown, etc.

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connect-ing at Reading with Afternoon Accommodation Fouth at 635 P. M., arriving in Philadelphia at 925 P. M. BELVIDERE DELAWARE RALKOAD LINES. FROM KENSINGTON DEPOT. At 7:20 A. M. for Ningara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, 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-

RAILROAD LINES.

Market train, with a passeeger 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 Philadeiphia and all way stations. All the above trains run daily, Sundays excepted.

At 5 P. M. from Kensington Depot, for Lambert-ville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND 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

4.25 P. M. CHESTER VALLEY RAILROAD. CHESTER VALLEY RAIDROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. 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., 12:20, and 4:00 P. M. trains from Philakelphia, re-

turning from Schwenksville at 8.05 A. Al., 12.45 noon, and 4.15 P. M. Stage lines for various points

in Perklomen Valley connect with trains at Col-legeville and Schwenksville. COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and Intermediate points take the 7:80 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. PHILASELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.-TIME TABLE.

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 Kailroad Express trains for Fittsburg, Chicago, Williamsport, Elmira, Balti-

nore, etc. Returning Express train leaves Harrisburg on Arrival of Pennsylvania Express from Pittsburg at 5°36 A. M. and 11°25 A. M., passing Reading at 7°23 A. M. and 1°27 P. M., arriving at New York 12°05 noon gand 6°60 P. M. Sleeping cars accompany these trains through between Jersey City and

Pitteburg without change. A Mail train from New York leaves Harrisburg at \$10 A. M. and 250 P. M. Mail train for Harrisburg leaves New York at 12 M.

RAIL ROAD LINES.

TDENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, MAY 29, 1870. The trains of the Pennsylvania Central Railroad leave the Depot, 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 streats thirty minutes before its departure. The Chesnut and Wainut streets cars run within one square of the Deput.

Sieping-car tickets can be had on application at the Ticket office, N. W. corner Ninth and Ghes-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver bagange at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. Mail Train TRAINS LEAVE DEPOT. will receive attention.

 Mail Train
 S'00 A M.

 Paoll Accommodation
 12:30 and 7'10 P. M.

 Fast Line
 12'30 P. M.

 Eric Express
 11'00 A. M.

 Harrisburg Accommodation
 2'30 P. M.

 Lancaster Accommodation
 4'10 P. M.

 Parkesburg Train
 5'30 P. M.

 Cincinnati Express
 8'00 P. M.

 Eric Mail and Pittsburg Express
 10'30 P. M.
 8.00 A M Way Passenger Erie Mail leaves dally, except Sunday, running on Saturday night to Williamsport only. On San-day night passengers will leave Philadelphia at 5

Cincinnati Express leaves daily. All other trains

Chainball 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 street. Sunday Train No. 1 leaves Philadelphia at 849

M.; arrives at Paoli at 940 A. M. Sunday ain No. 2 leaves Philadelphia at 640 P. M.; arrives at Paoli at 7.40 P. M.

Sunday Train No. 1 leaves Paoli at 050 A. M.; nrrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 450 P. M.; arrives at Philadelphia at 610 P. M.

Philadelphia at 6 10 P. M. TRAINS ARRIVE AT DEPOT. Cincinnati Express Philadelphia Express 6 30 A. M. 6 30 A. M. Philadelphia Express 6-30 A. M. Erie Mail 630 A. M. Paoli Accommodat'n 8-20 A. M. and e'40 P. M. Parkesburg Train 9-00 A. M. Fast Line and Buffalo Express 9-35 A. M. Lancaster Train 12-55 P. M. Erie Express 540 P. M. Lock Haven and Elmira Express 940 P. M. Lock Haven and Elmira Express 940 P. M. Pacific Express 255 P. M. Harrisburg Accommodation 940 P. M. For turther information apply to JOHN F. VANLEER, J.R., Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot.

SAMUEL H. WAILLACE, 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-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner unlass taken by successful contrast. owner, unless taken by special contrast. A. J. CASSATT, 429 General Superintendent, Altoona, Pa.

ORTH PENNSYLVANIA RAILROAD-N OR TH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-EEN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, OORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT.

Takes effect May 16, 1870. Sixteen Daily Trains leave Passanger Devot, corner of Berks and American streets (Sundays excepted), as follows:-7.00 A. M. (Accommodation) for Fort Washing-

ton. At7 35 A.M. (Express), for Bethlehem, Easton, Alhertown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney Clty, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIERALL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in

land, Chicago, San Francisco, and all points in the Great West.
8 26 A. M. (Accommodation) for Doylestown.
9 45 A. Di. (Express) for Bethlehem Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountais, and N. J. Central and Morris and Essex hedbrook. **kailreads**

kailreads.
11 A. M. (Accommodation) for Fort Washington.
145, 530, and 520 P. M., for Ablayton.
145 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
230 P. M. (Accommodation) for Doylestown.
At 320 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Maueh Chunk.

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ively for cash.

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2 15

CREEK.

or light weights.

Chesnut street,

8 15

AUCTION SALES."

M. THOMAS & SONS, NOS. 139 AND 16 S. FOURTH STREET.

Sale on the Premises, No. 2023 Groom street. HANDSCHE RESIDENCE, AND ELEGANT WAL. NUT DRAWING, DINING-ROOM, AND OHAM BRE FURNITURE, Fine Frence, Flate Mantel Mir-row, Lace Curture, Fine toned Plano. Jorne, Mandesme Brussels and other Carpets, Chromes, Bronzes, Ohina, Glussers, eds. Giussware, etc.

Giassware, etc. On Monday Moruing. June 13, at 10 o'clock, by catalogue, at No. 2003 Grams treet, below Twenis fourth street, the entire Household

street, bolow Twenty fourth street, the entire Household Furniture Previous to the sale of furniture, will be sold, the Handsome Three story Residence, and Lot of Ground, containing in front 25 feet, and extending in depth 164 feet to s 4 feet wide alley. The house contains 13 rooms, and is finished in the best manner throughout. Clear of all incumbrance. Immediate possession. (6.19.2)

SALE OF REAL ESTATE AND STOCKS, June 14, t 12 o'clock, neon, at the Exchange, will include EMERALD AND YORK STREETS, Northwest corner Paridemen Draw Statis -Residence, Dye b use, Stable, and large Lot. WASHINGTON AVENUE, East of Twenty first-Brick milding and large Lot. WaSHINGTON AVENUE, West of Twantieth-Large

ot. SECOND (South), Nos. 942 and 946-Valuable Stores. PKAUH, Hestonville-Country Place-1 Acca. LOCUST, No. 016-Valuable Residence.

CAMERON CO., Pa.-4000 Acres Gas Coal, etc., Pro-

MANTER, No. 623-"Metropolitan Hofsl." MANTER, No. 1727-Madern Residence. GHOUND.RENT-\$10052 a year. WEST VIRGINIA, Ritchie Co.-1508 Acres and 718

MONTERFY, No. 1213-Genteel Dwelling, MONTERFY, No. 1213-Genteel Dwelling, FLEVFNTH (North)-No. 28-Store and Dwelling, SEVENTEENTH (South), No. 1045-Store and Dwell-

TWELFTH (South), No. 235-Tavern and Dwalling. CANTREAL, Nos. 502 and 908-Brick Dwallings. TWENTY FIRST AND RACE, Southeast corner-3

TWENT TTAKET PARTY TAKET AND A TAKET TAKET TAKET TAKET NOS. 1628 and 1028-Genteel Dwellings. FARTAIN, NO. 951-Genteel Dwelling. FIFTEENTH-2 Lots. STOCKS.

2467 shares Cambria Iron Co. 8200 7 per cent. Lackawanna and Bloomsburg R. R. 8469 6 per cent. Lackawanna and Bloomsburg R. R. 8469 6 per cent. bonds Uity of Cape Island, N. J. 1 00 shares Lecust Gap Improvement Co. 5 shares Ohneber of Commerce. 1 share Steamshup Dook Co. 25 shares Philade phis and Tranton Railread. 84000 Warron and Frankin R. R. 7 per cent. 9400 Varron and Frankin R. R. 7 per cent. 9400 Varron and Frankin R. R. 7 per cent. 95 shares National Hank of the Republic. 20 shares Southern Transportation Co. Lot 219 section 1. Lawrel Hill Cemetery. 84000 Oil Creek and Allegbeug River Railcoat 7 per 6400 Oil Creek and Allegbeug River Railcoat 7 per 640 shares Combern Co. 2467 shares Cambria Iron Co

cent.

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos 238 and 234 MARKET Strest, corner at Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO PEAN DRY GOODS, On Monday Morning. June 13, at 10 o'clock, on four months' credit, including a special and very attractive sale of 800 cartons Bonnet Ribbons and 500 cartons Sain Ribbons, by order of Mesars. Batter Luckember & Co. the importation of Mesars.

Rutter, Luckemeyer & Co., the importation of MESSRS, SOLELIAC FRERES,

MESSIES. BOLF LAC omprising their closing sale of the season, comprising Full line of No. 1% to 22 corded adge ribbons. Full line of No. 2 to 50 all bolled edge ribbons. Full line No. 1% to 12 colored, white and black satin

Full line of No. 3 to 100 all boiled black ribbons.

ribbons. Full line of No. 3 to 100 all boiled black ribbons. Also, attractive assortment of rich broche, crochete, and recessars pould de soie ribbons, just landed, consist. Also, 300 cartons rich sash ribbons, just landed, consist. ing of heavy qualities black all boiled and gros grain, and colored faille in choice colors. Particular attention is requested to this sale, as it will comprise an elegant assortment of ribbons now landing. 67.55

SALE OF 2000 CASES BOOTS, SHOES, STRAW GOODS, TRAVELLING BAGS, ETC. On Tuesday Morning, June 14, at 10 o'clock, on four months' credit. 685t

LARGE SALE OF BRITISH, FRI SOH, GERMAN, AND DOMESTIC DEY GOODS. On Thursday Morning, June 16, at 10 o'clock, on four months' credit. 6 10 5t

MARTIN BROTHERS, AUCTIONEERS,-(Latoly Salesmen for M. Thomas & Sons.) So 704 GHESNUT Street. rear entrance from Minor.

LARGE SALE OF ELEGANT DIAMONDS AND ELEGANT WATCHES. [At the Auction Rioms, No. 754 Chesnut street. On Thursday Morning. June 15, at 11 o'clock, at the auction rooms, No. 754 Chesnut street, by catalogue, a large and excellent collec-tion of elegant diamonds.comprising gents' pins and rings; sets broche and err drops: cluster and solitaire rings and pins: fine watches, in elegant gold and silver cases; line jewelry, etc. Particulars hereafter. 6 10 5t

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

A. MCCLELLAND, AUCTIONEER

NO. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furn

Persona attention given to astes of Possened Para Public sales of Forniture at the Anction Rooms, No; 1210 CHESNUT Birsont, every Monday and Thursday. For particulars see Public Ledger. [1] N. B.-A superior class of Furniture at private sale

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Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and bats every

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. 1818 cm

RAILROAD LINES.

WEST JERSEY RAILROADS.

COMMENCING WEDNESDAY, JUNE 1, 1870.

ferry), at 8:00 A. M., Mail for Cape May, Bridgeton, Salem,

Millville, Vineland, Swedesboro, and intermediate

stations. 11 45 A. M., Woodbury Accommodation. 3 15 P. M., Mail for Cape May, Milliville, Vine-land, and way stations below Glassboro. 3:50 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 5 45 P. M., Accommodation. Woodbury, Glass-boro. Clayton, Swedesboro, and way stations. Commutations tiphes at raduced rates batwaen

Commutation tickets at reduced rates between

Cape May Season Tickets, good for four months from date of purchase, \$59. Annual Tickets, \$100.

poon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight Train leaves Camden daily at 12 o'clock

Freight delivery at No. 228 S. Delaware avenue. 215 WM. J. SEWALL, Superintendent.

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PENN STEAM ENGINE AND

PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY. FRACTICAL AND THEORETICAL ENGINEERS. MACHINISTS, FOILER MAKERS, BLACKSMITHS and FOUNDERS, having for many years been in successful operation, and been sciclaively ea-gaged in building and repairing Marine and River Kugines, high and low pressure. Iron Rollers, Water Tanks, Fropeliers, etc. te., respectfully offer their ser-rices to the public as being fully prepared to contract for angines of all sizes, Marine, River, and Stationary inving sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low pre-sure Fine Tabular and Cylinder Bollers of the best Penn-sure Fine Cabular and Cylinder Bollers of the best Penn-stre Fine Cabular and Cylinder Bollers of the best Penn-stre States and all other work dones at the bove business.

bove business. Drawings and specifications for all work done at the establishment free of charge, and work gnaranteed. The subscribers have ample wharf dock com for repairs of brais, where they can lie in perfect safety, and are pro-vided with shears, blocks, falls, sic. sic., for taking heavy

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MAKE YOUR OWN SOAP. Ope pound of Champton's Imperial Laundry Soap will make twelve quarts of handsome SOFT SOAP. ASK YOUR GROCER FOR IT AND TKY IT. KOONS & RUOFF, AGENTS. No. 342 N. DELAWARE Avenue. 65 1m

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Philadelphis and all stations.

Leave Philadelphia, foot of Market street (upper

Pay, pay, pay. We beg of you to settle, We want to see your metal, And cannot wait a day.

Among the other numbers may be cited the already-mentioned solo and duet for "Hassan" and for "Hassan" and "Fatima," a solo alla polacco for "Fatima," and the overture, which Signor Arditi's orchestra executed with wonderful spirit.

In the Oca del Cairo, which, it appears, is to be given regularly as a pendant to Weber's operetta, the chief characters are "Don Beltramo" (Signor Gassier), a sort of Egyptain "Don Pasquale;" "Fabrizio" (Signor Gardoni), the "nephew" of the familiar plot; and "Isabella" (Mille, Pauline Lewitzky), who, loved by both nephew and uncle, contents herself, like "Norina," in the aforesaid Don Pasquale, with loving the nephew alone. "Oretta," a subordinate but not unimportant part, is played by Mme. Sinico, while Mr. Charles Lyall impersonates "a slave," and gives the slight character individuality and prominence by his manner of representing it. The story of the "Goose from Cairo" is as commonplace as can be imagined, nor is its general dullness redeemed by any ingenuity in the treatment of the details, which are trivial, and even nonsensical, without being in the slightest degree diverting. The "goose' which gives its name to the piece does not make its appearance until the last scene of all -almost at the period when, in the case of successful or strikingly unsuccessful works, a ca'l for "author" is raised. It is brought on by a eunuch, and from its colossal sides saue not armed men, as from those of the Trojan horse, but a wife and several small children, the property of Beltramo, who has been making love to Isabella, his ward, under the impression that he was a widower. The arrival of the wife and children, but not their presence inside the goose, is explained by the statement that, having been shipwrecked, they had fallen into the power of the Emir of Cairo, and have only just succeeded in getting liberated. This stupendous joke fails to raise a laugh; but it does not destroy the impression left by the music, which, in spite of a superabundance of recitative, makes the "Oca del Cairo" one of the most charming little works that can be heard. Although the opera as it now stands can scarcely be said to belong to Mozart, yet to Mozart belongs every piece contained in the score, and many of them are as full of melody as anything that the composer of Don Giovanni and Le Nozze di Figaro has written. The discredit of having produced the libretto belongs to the Abbe Varesco, Court

way to understand fugues is to hear them performed by a first-class quartette of violins, but the most practicable way is to hear and practise the choruses of Handel's oratorios

A CRYSTAL PALACE IN FLORENCE. - A crystal palace is about to be erected in Florence. upon the drive skirting the city on its eastern side. The building is to take the place of a Tivoli, with all its necessary accompaniments of cafe and restaurant, and pleasure-grounds with merry-go-rounds for the juvenile generations, and popular amusements adapted to the more sophisticated tastes of their elders. Popular education, too, is to be provided in this establishment, after the fashion set to the world by the London Crystal Palace. Such a place of popular resort was greatly wanted in the neighborhood of Florence. The buildings and grounds are already so far advanced that they will all be opened and in full exercise during the present summer. This will be a great boon for the Florentines, and beyond a doubt it will be a thousand times more acceptable to the host of Turin and Milan and North Italian government clerks or tradesmen who with their families have migrated to Florence, for there is a very general complaint amongst these classes that they sadly miss in Florence the suburban cafes and restaurants to which in their native cities they were in the habit of repairing on Sundays and fete days.

GROCERIES, ETC.

TO FAMILIES RESIDING IN THE

RURAL DISTRICTS.

We are prepared, as heretofore, to supply families at their country residences with every description of FINE GEOCERIES, TEAS, Etc. Etc.

ALBERT C. ROBERTS,

Corner ELEVENTH and VINE Streets. 11 75 A LPINE SAUCE-PREPARED BY AN OLD by good judges the best table same in the market. SEL SER & BRO., No. 30 N. WHARVES, Philadel. phia. 5 28 1m

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This Ourler is the most perfect invention ever offered to the public. It is easily operated, nest in appearance and will not injure the hair, as there is no heat required nor any metallic substance used to rust or broak the hair Manufactured only, and for sale whelesale and retail, by

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5 23 6m No. 63 North FRONT Street, Philadelphia.

Sold at all Dry Goods, Trimming and Notion Stores. GLASS AND QUEENSWARE.

5 V I N E S T R E E T. MRS. E. ROWLAND'S CHINA, GLASS, AND QUEENSWARE EMPORIDM, No. 1115 VINE STREET. 521 im 1115

PAPER HANGINGS, EIO.

LOOK! LOOK!! LOOK!!!-WALL PAPERS and Linen Window Shades Manufactured, the cheapest p the city, at JOHNSTON'S Depot, No. 1003 SPEING GAKDEN Street, below Eleventh. Branch, No. 307 FEDERAL Street, Camder. New Jersey.

Corn Exchange Bag Manufactory JOHN T. BAILEY,

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ROPE AND TWINE, BAGS and BAGGING, for Flour, Sait, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand, \$1 Algo, WOOL SAUKS,

nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), Express train at a r. At (Sunnays exception for Baitimore and Washington, stopping at Chester, Thurlow, Linweod, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's

and Stemmer's Bun. and Sten.mar's Hun. Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia. Passengers for Fortress Monroe and Norfolk will take the 11-45 A. 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-

Railroad for Harrington and intermediate stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:60. and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fniladelphia. The 7-15 P. M. train from Wilmington runs Dally; all other ac-

commodation trains Sundays excepted Trains leaving Wilmington at 645 A. M. and 4.60 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4 20 P. M. trains for Baltimore Cen-

ral Railroad. From Baltimore to Philadelphia,-Leave Balti-

From Baltimore to Philadelphia.-Leave Balti-more 7-25 A. M., Way Mail; 9 60 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 Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Nowark,

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 Southwest may be procured at ticket once, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, superintendent.

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

TURSTWARD.

Philadelphia:---

baggage for all trains leaving Chiladelphia Depot. Orders can be left at No. 225 S. FOUNTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets. MAIL TRAIN leaves Philadelphia . 10 20 P. M.

 Williamsport - 800 A. M.
 arzives at Erie - 740 P. M.
 EKIE EXPRESS leaves Philadelphia 1050 A. M.
 Williamsport - 815 P. M.
 arrives at Erie - 725 A. M.
 ELMIRA MAIL leaves Philacelphia - 750 A. M.
 Williamsport 600 P. M.
 arrives at Lock Haven 720 P. M. williamsport . 8 00 A. M • 7.40 P. M BALD EAGLE MAIL leaves Williams-

- 1.80 P. M. " arrives at Lock 44 44

Haven Haven BASTWARD. MAIL TRAIN leaves Erie Williamsport - 9-25 P. M. arrives at Philadelphia ERIE EXPRESS leaves Erie - 900 P. M. ERIE EXPRESS leaves Erie - 900 P. M. Williamsport - 946 A. M. Williamsport - 946 A. M.

ELMIRA MAIL leaves Williamsport - 946 A. M. arrives at Philadelphia 950 P. M. BUFFALO EXF. leaves Williamsport 1226 A. M. Harrisburg - 620 A. M.

" Harrisburg - 5 20 A. M. arrives at Philadelphia 9 25 A. M. 40.

connect at Corry, and all west bound trains and 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-

ngton avenue

For PORT DEPOSIT at 7 A. M. and 430 P. M. For OXFORD, at 7 A. M., 430 P. M. and 7 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 7 P. M.

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 4:50 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. 4:2

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsvile 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-ROAD.

Trains leave Auburn at 8:55 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., trom Brookside at 3:45 P. M.,

and from Tremont 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 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 Pottsvilie 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 hliadelphia, or of G. A. Micells, General Superintendent, Reading. COMMUTATION TICKETS.-At 25 per cent. ount, between any points desired, for families die

and firms MILKAGE TICKETS -Good for 2000 miles, between all points, at \$47'00 each, for families and

SEASON TICKETS .- For one, two, three, six, nine, or twelve months, for holders only, to all

oluts, at reduced rates, CLERGYMEN residing on the line of the road will be furnished with caros entitling themselves

and wives to tickets at hall fare. EXOURSION TICKEIS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at 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. A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 0%, 7, 8, 9, 10, 11 P. M. The 820 down train, and 3% and 5% up trains,

MAILS close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., at d for the wincipal stations only at 215 P. M. will not stop on the Germantown Branch. an d for the principal stations only at 215 P. M. FREIGHT TRAINS leave rhiladelphia daily at 485 A. M., 12:30 neon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and P. M.

oints herond. Leave Thiladelphis 6, 8, 10, and 12 A. M., 2, 8%, 55, 7, 9, and 11 P. M Leave Cherent Hill 7:10, 8, 9:40, and 11:40 A. M., BAGGAGE -Dungan's Express will collect

1'40, 5'40, 6'40, 6'40, 8'40, and 10'40 P. M. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2 and 7 P. M. Leave Chosnut Hill at 7'60 A. M., 12'40, 5'40, and

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 :-

Leave Fhiladelphia 6. 7%, 9, and 11 05 A. M., 1%, 8, 4%, 4, 5%, 6%, 806, 10, and 11% P. M. Leave Norristown 5%, 625, 7, 7%, 850, and 11 A. M., 1%, 8, 4%, 6%, 8, and 9% F. M. ON SUNDAYS. 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 B. C. Junction stops at all stations.

Leave Norristowa 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadeiphia 6, 7%, 9, and 1105 A. M., 11%, 3, 4%, 5, 5%, 6%, 505, 10, and 11% P. M. I eave Manayunk 6, 6%5, 7%, 840, 920, and 11% A. M., 2, 3%, 5, 6%, 8%, and 10 P. M. ON SUNDAYS. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. I cave Manayunk 7% A. M. 1%, 6% and 9% P. M. PLY MOUTH KAILKOAD. Leave Philadelphia 5 P. M. Leave Philadelphia 5 P. M. Leave Flymouth 6% A. M. The 7% A. M. train from Norristown will not stop at Mozee's. Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane. Wirshoming, Manayunk, Green Tree, and Conchohocken. Passengers taking the 7, 905 A. M. and 6% P. M. trains from Nisth and Green streets will make close connections with the trains for New York at In-tersection Station. 445 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C.

of metha (except Greenwood), connecting at B. C. Junction for Oxford, Kenneit, 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

6:55 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 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. R. R.

R. R. 8°15 A. M. from B. C. Junction stops at all stations. 10°60 A. M. from West Chester stops at all stations. 1°06 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. 4°55 P. M. from West Chester stops at all stations. 1°56 P. M. from West

connecting at E. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6 to P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9 00 P. M. from B. C. Junction. This train com-mences running on and after June 1st, 1870, stop-ping at all stations.
ON SUNDAYS, ON SUNDAYS,

oN SUNDAYS,
8:05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2:20 P. M. for West Chester stops at all stations,
4:30 A. M. from West Chester stops at all stations,
7:50 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELERR, Sup't,

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

BY BARRITT & CO., AUCTIONEERS CASH AUCTION HOUSE, [11 24 3 No. 230 MARKET Street, corner of Bank street. Oash advanced on consignments without extra charge. Washington. The Fith and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS. No. 117 OHESNUT Street. (Girard Row). Bethlehem at 8 55, and 10 85 A. M.; 2 15, 5.05, and 26 P. M. ylestown at 8.25 A. M., 4:40 and 7:05 P. M.

L IPPINCOTI, SUN & CO., AUCTIONRERS Lansdale at 7:80 A. El. Fort Washington at 9 20 and 11:20 A. M., 8:10 and

Abington at 2.35, 4.55, and 6 45 P. M. ON SUNDAYS. Fhiladelphia 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. lestown for Philadelphia at 6.30 A. M.

Bethiehene for Fhiladelphia at 400 P. M. Fort Washington for Philadelphia at 930 A. M.

and 8:10 P. M. Tickets sold and baggage checked through to

principal points at Maun's North Pennsylvania Baggage Express Office, No. 105 S Fifth street. May 16, 1870. ELLIS CLARK, Agent.

Leave Germantown 6, 6'55, 7%, 8, 8'20, 8, 10, 11, 12

ON SUNDAYS. Leave Philadelphia at 9/4 A. M., 2, 4:05, 7, and

Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4

CHESNUT HILL RAILROAD.

Passengers taking the 6:55, 9 A. M., and 614 P. M. trains from Gernantown will make close connec-

FOR CONSHCHOCKEN AND NORRISTOWN.

one with the trains for New York at Intersection

Leave Fhiladelphia 9 A. M., 214, 4, and 714 P. M. Leave Norristowa 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK.

The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from Ger-mantown to Ninth and Green streets. 5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave

PORT DEPOSIT at 9:25 A. M. and 4:25 P. M., on

PORT DEPOSIT at 9 25 A. M. and 5 30 P. M. arrival of trains from Baltimore. OXFORD at 6 05 A. M., 10 35 A. M., and 5 30 P. M., CRADD'S FORD at 7 26 A. M., 1200 M., 130 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-only as baggage, and the company will not be re-sponsible for an amount exceeding one bundred dollars unless a special contract is made for the HENRY WOOD, party.

neral Superintendent."

25 P. h.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILHOAD. TIME TABLE. On and after MONDAY, June 6, 1870. Fell GERMANTOWN. Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M., 1 2, 3/4, 3/5, 4, 4/2, 5:05, 5/4, 6, 6/2, 7, 8, 9, 10:05, 11, 12 F. M.