HOW THE MINERS LIVE. "CORDNATION" IN A COAL HOLE.

Writing from "among the Hills, Vinton county, Ohio," a correspondent of the Cincinnati Chronicle says:-

The denizens of cities, as they sit around their cheerful fires, little know the vast amount of time and labor that is necessary to get out of the bowels of the earth the black diamonds for their comfort. The miner's life is one of severe labor and peril. The damps and noxious vapors of the mines have con-tinually to be contended with; and if these men are inclined to dissipation, it is hardly to be wondered at. To work in caverns, eften partly nude and in darkness save the feeble and uncertain light emitted by the tiny, smoking lamp; to feel that the caving of the roof above or the collection of gas below may end life almost at any time, are not calculated to elevate or refine humanity. "Their pay is perhaps greater than that of laborers in other avocations, but even this is not enough to compensate very many men for the toil and privations of life in the mines. That miners have generally the reputation of being extravagant, dissolute, and bad men has been generally conceded, but we are too often ready to make this charge simply from hearsay. Admit that many of them are improvident and dissipated, still it is unfair to make that charge a sweeping one. It is nothing uncommon to find many of these searchers for treasures pure and good men, with the fear of God continually before their eyes, and who, when seen at their rough but comfortable log-cabins, are men of considerable intelligence and agreeable companions. "Very many of the miners are devout Christian men, and the bright Sunday morning finds them seated in the homely little church, listening to words of hope and wisdom from the 'Book of books.'

"Some of these men are rare singers, whose voices, if cultivated, would put to shame some of the German or Italian singers who delight a metropolitan public at two dollars per head.

"One of the grandest rehearsals it was ever my good fortune to listen to was the singing of 'Coronation' by the miners, a mile under ground. It is impossible to describe the effect of this hymn. The pure, sweet tones of these diamonds in the rough rose and swelled into a great volume of sweet sounds, and as it rolled and was echoed back by the numerous chambers and passages of the mine, produced an effect so wild and grand that it was impossible not to be affected by it.

"But a few weeks since the leader of a concert troupe, while on a visit to a mine in Jackson county, discovered a young man possessed of such a voice that he engaged him at once as a second tenor singer, and today this young man is delighting hundreds of music-loving people by his rendition of the wild and beautiful songs of his old Welch

"Until within a few years this work of mining was in the hands of the Welch and English, but now most of the foreign elements are represented. Comparatively few Americans are to be found in the mines as diggers, they preferring to labor on the farms, in cities, or at least where an abundance of light and air is afforded."

IS MARRIAGE A LOTTERY?

Twenty-eight Years of Married Life and then a Divorce.

A petition has been presented in the General Assembly of Virginia by Mr. James T. Parker, of Sussex county, praying for a divorce from his wife. He sets forth that he was married in the year 1842 to his wife, Rebecca C. Moore, now Parker; that he has made every effort to live in peace and harmony with his wife and to observe his marriage vows, but that she has without cause abandoned nim; that he has given to her one-half of his estate, or rather what given to her one-half of his estate, or father what the late disastrous war has left him; that her temper and disposition is such that it is impossible to live with her any more; that she left him once before and that he prevailed on her to return; that she has now left him again for the second time and ex-pressed the determination never to return.

"Only this and nothing more"

"Only this and nothing more"

Mr. Parker states that he is well aware of the fact that the courts will not grant a divorce for iffcompatibility of temper, but that he knows also that the Legislature of Virginia has the full power to grant divorces from the bond of marriage for other causes. He (Mr. Parker) sees no reason why two persons should be compelled to live together for life with only the power to make each other miserable, and informs the General Assembly that all hope for a reconciliation has "gone where the woodbine twineth," for the parties have taken different paths in life, and that it would be better to release them from an unwilling bond, and let them both seek happiness anew in life. He therefore petitions the Legislature to divorce him from the bonds of marriage, and make such equitable disposition of the children as may seem just to the Legislature.

Now for the other side. What has Mrs. Parker to say? File your "grievances."

NATHAN TAYLOR AND LYMAN BEECHER. -In a late number of the Christian Union Henry Ward Beecher gives a delightful picture of the friendship between his father and Nathan

The globe and the universe, to their thinking, hung upon distinctions finer than a spider's film. We see them now, in the Litchfield sitting room, come home from some meeting, sitting down around the fire, and, after a little family chat, begin to edge to-wards the discussion that had broken off at wards the discussion that had broken off at their last meeting. They laid down their positions cautiously, like two knights riding around each other in survey, before the real struggle begun. Soon they went at it. They grew earnest. They stopped each other. Now one seemed pushing the other with an irresistible analogy, but in a little time some lncky turn gave back the advantage, and all the best ground was required and some steps. the best ground was regained and some steps beside. Some explosion of wit would set them both into a roar of laughter, and refresh them for the next wrestle. The hours flew on. It was 11 o'clock in a town where folks went to bed at 9-it was midnight-it was 1 o'clock-and back and forth the arguments flew, sometimes while they walked up and down with their arms over each other's shoulders, sometimes Beecher sitting on Taylor's knee, sometimes sitting face to face, arms going in gestures, the finger pointing out the line of argument. At length a tall and pale form at the head of the stairs calls out, Father, father! Do you know what time it is?' 'Well, Taylor, stick a pin there, and we'll go on to-morrow.'"

QUAKER TOILETS. -At the Quaker anniversaries at New York, last week, there were among the women, of course, no gewgaws, no jewelry, no fans, no fluttering bows, but there was quite as much display of taste, elegance, and regard for the fitness of things as at the large audience of women so recently convened at Apollo Hall to listen to the lee ture of Mrs. Elizabeth Cady Stanton. Some of the hats were very much like those worn by Sisters of Merey. Others there were high erowned, and some perfectly straight, like the Shaker sun-bonnets. There were others of drab and silver grey, tastefully puffed, bor-dered with lace ruches, and extremely be-coming to the beautiful Quaker faces. There were dresses of heavy poplin and broad, thick, black, and iron-grey silk. There were the finest of cashmere shawls, with fine white centres, and rich, sober-hued borders. Indeed, there was quite as much good taste and skill shown in the toilet arrangements of the Quaker sisters as can be found in Fifth avenue or Broadway.

CORDAGE, ETO.

WEAVER & CO.,

ROPE MANUFACTURERS

SHIP CHANDLERS.

No. 29 North WATER Street and No. 28 North WHARVES, Philadelphi

ROPE AT LOWEST BOSTON AND NEW PRICES.

CORDACE.

Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO., Factory, TENTH St. and GERMANTOWN Avenue. Store, No. 23 M. WATER St. and 22 N. DELAWAR,

SHIPPING.

LORILLARD'S STEAMSHIP LINE

FOR

YORK NEW are now receiving freight at

5 cents per 100 pounds. 2 cents per foot, or 1-2 cent per gallon, ship option. INSURANCE % OF 1 PER CENT.

Extra rates on small packages iron, metals, etc. No receipt or bill of lading signed for less than 50 cents. The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

JOHN F. OHL, PIER 19. NORTH WHARVES. PHILADELPHIA AND SOUTHERN
LAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The YAZOO will sail for New Orleans direct, on
Thursday, June 16, at 8 A. M.
The ACHILLES will sail from New Orleans, via Havana,

on _____June
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos, and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions. WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannan on Satur day, June 18.
The WYOMING will sail from Savannah on Satur day, June 18. day, June 18.

Through BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Teanessee in connection with the Central Rasiroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Saturday,
June 18th. Returning, will leave Wilmington Saturday,
June 25th.
Compacts with the Compact Service Se Ouncer's with the Cape Fear River Steamboat Com-pany, the Wilmington and Weldon and North Carolina Railreads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Gs., taken via Wilmington, at aslow rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day

WILLIAM L. JAMES, General Agent. No. 130 South THIRD Street. 615

PHILADELPHIA AND CHARLES-TON STEAMSHIP LINE.

TON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street on FRIDAY of each week at 8 A.M.:—

ASHLAND, 800 tons, Capt. Crowell.

J. W. EVERMAN, 692 tons, Capt. Hinckley.

PROMETBEUS, 800 tons, Capt. Gray.

JUNE, 1879.

Prometheus, Friday, June 3.

J. W. Everman, Friday, June 10.

Prometheus, Friday, June 17.

J. W. Everman, Friday, June 24.

Through bills of lading given to Columbia, S. C., the interior or Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch.

Rates as low as by any other route.

Insurance one half per cent., effected at the office in first-class companies.

first-class companies.

No freight received nor bills of lading signed after 3 P
M. on day of safling. UDER & ADAMS, Agents,
SUUDER & ADAMS, Agents,
No. 2 DOCK Street,
Or to WILLIAM P, CLYDE & CO.
No. 12 S. WHARVES.
WM. A. COURTENAY, Agent in Charleston. 52 tf

FOR LIVERPOOL AND QUEENS

Payable in Currency. Payable in Gold.
Liverpool.
Liverpool.
St. John's, N. F., 20 Halifax.
St. John's, N. F., 46 by Branch Steamer. 50 by Branch Steamer.

PHILADELPHIA, RICHMOND.

THILD BETHIA, KICHMOND,
AND NORFOLK STEAMSHIP LINE,
THROUGH FREIGHT AIR LINE TO THE SOUTH
AND WEST.
INCREASED FACILITIES AND REDUCED RATES
FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY
at 120 clock noon, from FIRST WHARF above MARKET Street. Street.
TURNING, leave RICHMOND MONDAYS and REDAYS, and NORFOLK TURSDAYS and SA-RDAYS. Se Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South
Carolina, via Seaboard Air Line Railroad, connecting at
Portsmouth, and to Lynchburg, Va., Tennessee, and the
West, via Virginia and Tennessee Air Line and Richmond
and Danville Railroad.

Freight HANDLED BUTONCE, and taken at LOWER
RATES THAN ANY OTHER LINE. charge for commission, drayage, or any expense of

transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. OLYDE & OO.,

No. 12 S. WHARVES and Pier I N. WHARVES.

W.P. PORTER, Agent at Richmond and City Point.

T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR NEW YORK via Delaware and Raritan Canal.

EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY FOUR HOURS.

Goods forwarded by all the lines going out of New York

North, East, or West, free of commission.

Freights received at low rates.
WILLIAM P. GLYDE & Co., Agents,
No. 12 South DELAWARE Avenue.
JAMES HAND, Agent.
No. 119 WALL Street, New York.
8 46

FOR NEW YORK, VIA DELIAware and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence
oading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
No. 122 South DELAWARE Avenue

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points. WILLIAM P. CLYDE 4 OO., Agents. Captain JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wharves, Philadelphia.

NEW EXPRESS LINE TO
Alexandria, Georgetown, and Washington,
D. C., via Chesapeake and Belaware Canal,
with connections at Alexandria from the most direct
route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from
the first wharf above Market street.
Freight received daily,
WILLIAM P. CLYDE & OO.,
No. 14 North and South WHARVES,
HYDE & TYLER, Agents at Georgetown; M.
ELDRIDGE & OO., Ag. As at Alexandria. NEW EXPRESS LINE TO

COTTON SAIL DUCK AND CANVAS, and Wagon-cover Duck. Also, Paper Manufacturers Drier Felts, from thirty to seventy-siz inches, with Paulins, Belling, Sail Twins, etc.

JOHN W. EVERMAN.

No. 10 OMUROH Street (Oily Stores.

RAILROAD LINES

READING RAILROAD—GERATTRUNK LINE
R from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Gumberland, and Wyoming Valleys, the North, Northwest, 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 bours:

hours:—
MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS.

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

falo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M. REABING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 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.

Returning, leaves Philadelphia at 5:16 P. M.; ar-

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 9 40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2 50 P. M., and Pottsville at 2 50 P. M., arriving at Philadelphia at 2 50 P. M., arriving at Philadelphia at

7.00 P. M. Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

Market train, with a passeeger car attached, leaves Philadelphia at 12'30 noon, for Reading and all way stations; leaves Pottsville at 5'40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.
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

A 25 P. M.

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 6:15 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 Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD. 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.

Too and 11'00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.

Leave New York at 9'00 A. M. and 6'00 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

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6-35 A. M. and 11-25 A. M., passing Reading at 7-23 A. M. and 12-7 P. M., arriving at New York 12-05 noon and 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 Pottsviile 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

Trains leave Abourn at \$55 A. M. for Pinegrove, and Harrisburg and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:46 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:06 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Uanadas.

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

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

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

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and nrms.
SEASON TICKETS.—For one, two, three, six, pine, or twelve months, for holders only, to all points, at reduced rates.
OLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

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

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

MAIL's close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal stations only at 2.15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

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

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

FROM PHILADELPHIA.

FROM PHILADELPHIA.

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

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

745 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

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

11-50 A. M. for B. C. Junction stops at all stations.

4-15 P. M. for West Chester stops at all stations.

4-15 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.

8-35 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.

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.
6-25 A. M. from B. C. Junction stops at all stations.
7-40 A. M. from West Chester stops at all stations.
tween 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.

Port Deposit, and all seations on the F. & B. C.
R. R.
S-15 A. M. from B. C. Junction stops at all stations.
16-90 A. M. from West Chester stops at all stations.
165 P. M. from West Chester stops at all stations.
165 P. M. from West Chester stops at all stations.
165 P. M. from West Chester stops at all stations.
165 P. M. from West Chester stops at all stations.
165 P. M. from West Chester stops at all stations,
165 P. M. from West Chester stops at all stations,
165 P. M. from West Chester stops at all stations,
165 P. M. from B. C. Junction with P. & B. C. R. R.
166 P. M. from B. C. Junction with P. & B. C. R. R.
166 P. M. from B. C. Junction with P. & B. C. R. R.
166 P. M. from B. C. Junction with P. & B. C. R. R.
167 P. M. from B. C. Junction with P. & B. C. R. R.
168 P. M. from B. C. Junction with P. & B. C. R. R.
169 P. M. from B. C. Junction with P. & B. C. R. R.
169 P. M. from B. C. Junction with P. & B. C. R. R.
160 P. M. from B. C. Junction with P. & B. C. R. R.
160 P. M. from B. C. Junction with P. & B. C. R. R.
160 P. M. from West Chester stops at all stations, con-

ON SUNDAYS,
see 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.
4-30 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. WHEELER, Sup't,

RAILROAD LINES

1870. FOR NEW YORK—THE CAMDEN ton Railroad 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 Mail, and 3:30 P. M., Accommodation, via Camden and Jersev City.

At 6-P. M., for Amboy and intermediate stations. At 6:80 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 8 and 10 A. M., 12 M., 2, 8:30, and 5 P. M. for Trenton.

At 6 30 and 10 A. M., 12 M., 2, 3 30, and 5 P. M. for Trenton.

At 6 30, 8, and 10 A. M., 12 M., 2, 3 30, 5, 6, 8, and 11 30 P. M. for Bordentown, 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 Palmyrs.

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).

AROM RENSINGTON DEPOT.

At 7 30 A. M., 2 30, 3 20, 5, and 6 P. M. for Trenton and Bristol, and at 10 45 A. M. and 4 P. M. for Bristol.

At 7 30 A. M., 2 30 5, and 6 P. M. for Morrisville

Bristol.
At 7-30 A. M., 2-30 5, and 6 F. M. for Morrisville and Tullytown.
At 7-30 and 10-45 A. M., 2-30, 4, 5, and 6 P. M. for Schepek'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 10-45 A. M., 12-30, 2-30, 4, 5-15, 6, and 7-30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford.

PROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9-30 A. M., 12-45, 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., 12-45, 6-45, and 12 P. M. for
Trenton and 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., 5-45 and 12 P. M. Lines will run
daily. All others Sundays excepted.
Sunday Lines leave at 12 M. (noon), 6-46 P. M.,
and 12 night. and 12 night.
BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oawego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 6 P. M. from Kensington Depot, for Lambertville and intermediate stations.

CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTS FOWN RAIL-ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

PROM MARKET STREET PERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2:16, 3:30, 6, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford.

At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystewn, Sharon, and Hightstown.

June 13, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 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 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 Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, at at Delmar with Wicomico and Pocomoke Railroad.

road.

Express Train at 1145 A. 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 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 Sten.mer's Run. and Stemmer's Run.

Night Express at 11'30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton,
North East, Perryville, Havre-de-Grace, Perry-

man's, and Magnolia.

Passengers for Fortress Menroe and Norfolk will take the 11-45 A. M. train.

WILMINGTON TRAINS. Stopping at all stations between Philadelphia

Leave Philadelphia at 11.00 A. M., 2.30, 5.00, and 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, 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 Fnliadelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.90 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail: 9.00 A. M. Erresse.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mail; 9-00 A. M., Express; 2-35 P. M., Express; 2-35 P. M., Express; 2-25 P. M., Express.

SUNDAY TRAIN FROM BAITIMORE.

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. 823 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 20, 1870, the trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West

MAII. TRAIN leaves Philadelphia - 10 20 P. M.
Williamsport - 800 A. M.
ERIE EXPRESS leaves Philadelphia 10 60 A. M.
Williamsport - 10 60 A. M.
Williamsport - 8 15 P. M.
arrives at Erie - 7 25 A. M. " Williamsport 6:00 P. M.
arrives at Look Haven 7:20 P. M.
BALD EAGLE MAIL leaves Williams-" port - 1-30 P. M. Haven - 245 P. M.

BRIE EXPRESS leaves Erie - 9 00 E Williamsport 8:15 A arrives at Philadelphia 6:30 I arrives at Philadelphia 6 30 P. M.

ELMHRA MAIL leaves Williamsport 9 46 A. M.

arrives at Philadelphia 9 50 P. M.

BUFFALO EXP. leaves Williamsport 12 26 A. M.

"Harrisburg 5 20 A. M.

"Arrives at Philadelphia 9 26 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 Mail and Accommodation east at Irvincton with Oil Oreck 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 Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4-30 P. M. for PORT DEPOSITAT 7 A. M. and 430 P. M. FOR OXFORD, at 7 A. M., 420 P. M. and 7 P. M. FOR CHADD'S FORD AND CHESTER CREEK L. R. at 7 A. M., 16 A. M., 236 P. M., 430 P. M., and

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 4:30 P. M., leaving Oxford at 6:05 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.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JUNE 12, 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 Cheanut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

Mail Train TRAINS LEAVE DEFOT. Mail Train
Paoli Accommodation
Past Line
Fast Line
Fire Express
Fire E

Erie Mail and Pittsburg Express 10°30 P. M.

Brie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Uncinnati Express leaves daily. All other trains daily except Sunday. 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°40 A. M.; arrives at Paoli at 9°40 A. M. Sunday Train No. 2 leaves Philadelphia at 6°40 P. M.; arrives at Paoli at 7°40 P. M.

Sunday Train No. 1 leaves Paoli at 6°50 A. M.; arrives at Philadelphia 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.

Cincinnati Express 310 A. M. Philadelphia Express 6°30 A. M. Philadelphia Express 6°30 A. M. Paoli Accommodat'n 8°20 A. M. and 6°40 P. M. Parkesburg Train Past Line and Buffalo Express 9°35 A. M. Past Line and Buffalo Express 9°35 A. M.

Fast Line and Buffalo Express . 9-35 A. M.
Lancaster Train . 11-55 P. M.
Erie Express . 5-40 P. M.
Lock Haven and Elmira Express . 9-40 P. M.
Pacific Express . 12-20 P. M.
Harrisburg Accommodation . 9-40 P. M.
For further information apply to
JOHN F. VANLEER, Jn., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,

4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7:00 A. M. (Accommodation) for Fort Washing-

ton.
At 7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveway for Bullalo, Niagara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West.

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

9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex

Railreads.

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

11 A. 320, and 520 P. M., for Abington.

12 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

At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Copiny, and Mauch Chunk.

4-15 P. M. (Mail) for Doylestown.

5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6-20 P. M. (Accommodation) for Lansdale.

8-00 and 11-30 P. M. (Accommodation) for Fort

Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 22 P. M.

Doylestown at 8 25 A. M., 4 40 and 7 05 P. M.

Lansdale at 7 30 A. M.

Fort Washington at 9 20 and 11 20 A. M., 3 10 and 144 P. M.

45 P. M. Abington at 2.85, 4.85, and 6.45 P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Loylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M.

Boylestown for Philadelphia at 6:30 A. M. Bothlebem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 9:30 A. M. and 8-10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870.

ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, June 6, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M.,
1. 2, 3%, 3%, 4, 4%, 505, 5%, 6, 6%, 7, 8, 9, 1006, 11,
12 P. M.

12 P. M.
Leave Germantown 6, 6 55, 7 16, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 456, 6, 556, 6, 656, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 334 and 554 up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9 4 A. M., 2, 4 05, 7, and

% P. M. Leave Germantown at 8% A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 3%, 63, 7, 9, and 11 P. M.
Leave Chesnut Hill 7:10, 8, 9:40, and 11:40 A. M., 1:40, 3:40, 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 Chesnut Hill at 7:50 A. M., 12:40, 6:40, and 9:26 P. M.

1-25 P. M. Passengers taking the 6-56, 9 A. M., and 6 P. M. rains from Germantown will make close connections with the trains for New York at Intersection Station. FOR CONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 2, 4½, 4, 5½, 6½, 8-06, 10, and 11½ P. M.

Leave Norristown 5½, 6-25, 7, 7%, 8-80, and 11 A.

M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

ON SUNDAYS.

M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

FOR MANAYUNK.

Leave Philadelphia 0, 7½, 9, and 11 05 A. M., 1½,
3, 4½, 5, 6½, 6%, 5 06, 10, and 11½ P. M.

Leave Manayunk 6, 6 56, 7½, 8 10, 9 20, and 11½
A. M., 2, 8½, 5, 6½, 8½, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 0 A. M., 1½, 6½ and 9½ P. M.

Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.

Leave Philadelphia 5 P. M.

Leave Philadelphia 6½ A. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane. Wissingming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9 05 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8½ A. M. and 5 P. M. trains from New York

tersection Station.

The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9-26 A. M. and 4-26 P. M., on PORT DEPOSIT at 925 A. M., and \$207. M., on arrival of trains from Baltimore.

OXFORD at 605 A. M., 1025 A. M., and 530 P. M., CHADD'S FORD at 726 A. M., 1200 M., 130 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 dellars unless a special contract is made for the same.

HENRY WOOD. HENRY WOOD,

AUD TION SALES, M. THOMAS & SONS, NOS. 189 AND 16 RALE OF REAL ESTATE AND STOCKS, June 14 at 12 o'clock, noon, at the Exchange, will include—RMERALD AND YORK STREETS, Northwest corner Residence, Dre-house, Stable, and lare Loc.
WASHINGTON AVENUE, Rast of Twenty direct—Brick Building and lares Loc. Building and large Lot.
WASHINGTON AVENUE, West of Twontieth-Large Lot.
SECOND (South). Nos. 242 to 246—Vefuable Stores.
PRACH, Hestonville—Country Place—I Acre.
LOCUST, No. 616—Valuable Residence.
CAMERON CO., Pa.—4090 Acres Gas Coal, etc., Pre ARCH, No. 623. "Metropolitan Hotel."

MASTER, No. 1727. Modern Residence.

GROUND RENT - \$100 62 a year.

WEST VIRGINIA, Ritchie Co.—1598 Acres and 718 MONTERRY, No. 1913—Genteel Dwelling, RLEVENTH (North)—No. 291—Store and Dwelling, SEVENTERNTH (South), No. 1043—Store and Dwell

SEVENTERNTH (South), No. 1943—Store and Dwelling.
TWRLFTH (South), No. 225—Tavern and Dwelling.
CANTRELL, Nos. 1923 and 1966—Brick Dwellings.
TWENTY-FIRST AND RACE, Southmast corner—3
Valuable Lota.
TASKER, Nos. 1926 and 1928—Gente el Dwellings.
SARTAIN, No. 1961—Gente el Dwellings.
SARTAIN, No. 1961—Gente el Dwellings.
FIFTEENTH, noar Dapphin—2 Lota.
STOUKS.
2467 ahares Cambris Iron Co.
8200 7 per cent. Lackawanna and Bloomsburg B. R.
8458 6 per cent. bonds Gity of Cape Island, N. J.
1100 ahares Locust Gap Improvement Co.
5 ahares Chamber of Commerce.
1 shares Steamship Dook Co.
25 shares Philadelphia and Trenton Railroad.
81000 Warren and Franklin R. R. 7 per cent.
Vault F, lot No. 210, sec. C, Monument Cemetery.
25 shares National Bank of the Republic.
29 shares Southern Transportation Co.
Lot 219, section 1. Laurel Hill Cemetery.
85 obares Union Lumbering Co. of Wisconsin.
86000 Oil Oreek and Allegheny River R. R. 7 per ct.
810,000 Union Passenger Railway, 6 per ct.
50 shares Girard Tube Works & Iron Co.
Catalogues now ready.

5 10 3k

BUNTING, DURBOROW & CO., AUCTION-HERB, Nos. 222 and 224 MARKET Street, corner of Each street. Successors to John B. Myers & Co. SALE OF 2000 CASES BOOTS, SHOES, STRAW GOODS, TRAVELLING BAGS, ETC. On Tuesday Morning, June 14, at 10 o'clock, on four months' credit. 68 5t LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIO DRY GOODS. On Thursday Morning. June 16, at 10 o'clock, on four months' credit. 6 10 5t LARGE SALE OF CARPETINGS, 500 BOLLS
CANTON MATTINGS, ETC.1
On Friday Moraing,
June 17, at 11 c'elock, on four months' credit, about 200
pieces ingrain, Venetian, list, hemp, cottage, and rag
carpetings. Canton mattings, etc. 3 611 5t

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

Sale at the Auction Rooms, No. 704 Chesnut street,
VERY SUPERIOR HOUSEHOLD FURNITURE,
Handsome Parlor and Chamber Suits, Elegant French
Plate Mirrors, Fine Brussels and Other Oarpots, Superior Fire-proof Sales, made by Farrol & Herring, Evans
& Watson, and Lillie; Office Tables, Bookquees, Mattresses, Beds and Bedding, China, Glass, and Plated
Ware, Set Double Harness, Paintings, Engravings,
etc. etc.
On Wadnesday Morrow

otc. etc.

On Wednesday Morning.

June 15, at 10 o'clock, at the auction rooms, by catalogue, an excellent assortment of Secondhand Household Furniture, including—Handsome parlor suit, covered with plush, brocatelle, terry and reps; oiled walnut chamber anits, mirrors, carpets, etc.

Catalogues early on morning of sale.

6 13 2t

LARGE AND IMPORTANT SALE OF ELEGANT DIAMONDS AND FINE WATCHES.

STOCK OF MESSES EPHRAIM & ISAACS.
On Thursday Morning.
June 16, at 11 o'clock, at the auction rooms, No. 704 Chesnut street, by catalogue, by Messes, Ephraim & Isaacs, previous to their removal, will offer at public auction a splendid selection of elegant diamonds and watches. The assortment of diamonds is very fine, embracing ladies sets, gents pins and rings, clusters and solitaires, clusters from it of acartas, all elegantly mounted.

FINE WATCHES.—Gold and silver watches, etc.
Full particulars in catalogues ready on Weenesday, at which time the goods will be on exhibition at the auction rooms.

This sale presents a fine opportunity for purchasers, as all the goods were selected with special care by Messrs, Ephratin & Isaacs for their best retail sales. 6 13 3t SPECIAL PEREMPTORY SALE OF A LARGE STOCK OF PLATED WARE.

To Close the Business of a large Eastern Manufactory.
On Friday Morning.
June 17, at 10 o'clock, at the auction rooms, No. 704. Chesnut street, by catalogue, a Stock of fine quality Plated ware, including a 'uli assortment, each lot of which will be sold to close the business of a large Eastern manufactory.

6 13 4t

Sale at No. 1562 Green Street.

HANDSOME DOUBLE THREE-STORY BRICK RESIDENCE: ELEGANT CARVED WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNI.

TURE: Fine Oil Paintings and Engravings; Fine
French-plate Mantel, Pier, and Convex Mirrors; Handsome Valvat Carnets, Lace Contains, Silver Sales Freme Velvet Carpets, Lace Curtains, Silver Safe, Etc.

Etc.

On Morday morning.

June 20, at 10 o'clock, at No. 1543 Green street, by catalogue, the elegant residence, and furniture of a family going to Europe, including bandsome walnut drawing, room furniture, elegant console and centre t bles, handsome walnut and morocco dining room furniture, six fine French plate mantel, pier, and Couvres mirrors in elaborate walnut frames, oak library furniture, sine oil painting. "Fruit" by Carl Baum, finely-colored engravings, silver safe made by Evans & Watson, fine lace curtains, handsome velvet carpots, very fine spring and hair mattreases, bed and table linen, fine china and glassware, kitchen furniture, etc. etc.

ELEGANT DOUBLE THREE-STORY BRICK RESIDENCE.

Immediately previous to the sale of furniture, will be
sold the Elegant Double Three-story Brick Residence,
with back building and large lot of ground, 36 feet front
by 101 feet in depth, situate No. 1503 Green street.

The house is in good repair, ceiling handsomely frescoed,
has all modern improvements, etc.

Subject to an irredeemable ground rent of two hundred
and seven dollars and forty-five cents (\$207-45). 61171

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESMUT Street, roar entrance No. 1107 Sansom street. A. MCCLELLAND, AUCTIONEER NO. 1219 CHESNUT STREET. Personal attention given to sales of Household Furnture at dwellings.
Public sales of Furniture at the Anction Rooms, No. 1219 OH ESNUT Street, every Monday and Thursday.
For particulars see Public Ledger.
N. B.—A superior class of Furniture at private sale.

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [11 24 f
No. 200 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. SCOTT'S ART GALLERY AND AUCTION COMMISSION BALESROOMS.

B. SCOTT, Jr., Auctioneer,
No. 1117 CHEANUT Street, (Girard Row).

LIPPINCOTT, SON & CO., AUCTIONEERS TN LOUISVILLE, KY W. GEORGE ANDERSON & O. STUCKY.
THOMAS ANDERSON & CO. AUCTIONEERS AND COMMISSION MERCHANTS,
AUCTIONEERS AND COMMISSION MERCHANTS,
Business strictly Commission. All auction sales exclusively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and bats every
Thursday.
Begular auction sales of dry goods, clothing, carpets
notions, etc., every Wednesday and Thursday. IS 19 6m

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND FRANTISCH BOILER WORKS.—NEAFIE & LEVY, FAAATICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER MAKERS, BLACKSMITHS and FOUNDERS, baving for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and lew pressure, from Boilers, water Fanks, I ropellers, etc. etc., respectfully offer their sortices to the public as being fully prepared to contract for singines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute refers with quick despetch. Every description of patternnsking made at the shortest notice, High and Low pressure Fine Tubular and Cylinder Boilers of the best Foungivania Charceal Iron. Forgings of all sizes and kinds, from and Brass Castings of all describtions. Roll Turning icrew Outling, and all other work connected with the search blishment free of charge, and work guaranteed.

The sub-oribors have ample wharf dock room for repains of heats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. for raising heavs or lie ht weights.

JACOB C. NRAFIR, PENN STEAM ENGINE AND

JACOB O. NRAFIR, JOHN P. LEVY, BRACH and PALMER Streets GIRARD TUBE WORKS AND IRON CO. JOHN H. MURPHY, President,

PHILADELPHIA, PA. And Sundries for Plumbers, Gas and Steam Fitters.
WORKS,
TWENTY-THIRD and FILBERT Streets. OFFICE AND WARRHOUSE, No. 43 North FIFTH Street.

MEDIOAL.

NO CURE. NO PAY:
FOX'S CRAMP AND DIARRH(EA MIXTURE
has proved itself to be the surest and specificat remady
for Oramps, Diarrhows, Dysenterr, Cholera Morbus, and
first stages of Asiatic Cholera. No family after having
once tried it will be without it. Ask for Fert's Cramp and
Diarrhows Mixture, and take no other. Sold at YAR.
NALL & CO.'S, FIFTEENTH and MARKET Streets,
and No. 602 ARCH Street.