Message of the President of the United States upon the Expediency of Granting Belligerent tights A tureful Resume of the Situation. WASHINGTON, June 13 .- The President sent the

Washington, June 13.—The President sent the following message to Congress late this afternoon:

To the Senate and House of Representatives: In my annual message to Congress at the beginning of its present session, I referred to the contest which then, for more than a year, existed in the island of Cuba between a portion of its inhabitants and the government of Spain, and to the feelings and sympathies of the people and government of the United States for the people of Cuba, as for all peoples struggling for liberty and said-government, and said that the contest has at no time assumed the conditions which amount to war in the sense of international law, or which would show the existence of a de facto political organization of the inence of a de facto political organization of the in-surgents sufficient to justify a recognition of belli-

During the six months which have passed since the date of that message, the condition of the in-surgents has not improved, and the insurrection it-self, although not subdued, exhibits no signs of advance, but seems to be confined to an irregular system of hostilities, carried on by small and illyermed bands of men, roaming without concentra-tion through the woods and the scarcely populated regions of the island, attacking, from ambush, convoys and small bands of troops, burning planta-tions and the estates of those not sympathizing with

But if the insurrection has not gained ground, it is equally true that Spain has not suppressed it. Climate, disease, and the occasional bullet have worked destruction among the soldiers of Spain; and although the Spanish authorities have posses-sion of every seapert and every town on the island, they have not been able to subdue the hostile feelthey have not been able to subdue the hostile feel-ing which has driven a considerable number of the native inhabitants of the island to armed resistance against Spain, and still leads them to endure the dangers and privations of a reaming life of guerilla

wariare.
On either side the contest has been conducted, and is still carried on, with a lamentable disregard of human life and of the usages and practices which nodern civilization has prescribed in mitigation of the necessary horrors of war. The torches of Spaniard and Cuban are alike carrying devastation over fertile regions; murderous and revenge-ful decrees are issued and executed by both parties. Count Valmaseda and Colonel Boet, on the part of Spain, have each startled humanity, and aroused the indignation of the civilized world, by the execution each of a score of prisoners at a time; while Quesada, the Cuban chief, coolly and with apparent unconsciousness of aught else than a proper act, has admitted the slaughter by his own delibeorder in one day of upward of six hundred and

fifty prisoners of war.

A summary trial, with few, if any, escapes from conviction, followed by immediate execution, is the fate of those arrested on either side, on suspicion of infidelity to the cause of the party making the arrest. Whatever may be the sympathies of the people or of the government of the United States for the cause or objects for which a part of the people of Cuba are understood to have put themselves in armed resistance to the government of Spain, there can be no just sympathy in a conflict carried on by both parties alike in such barbarous violation of the rules of civilized nations, nd with such continued outrage upon the plainest

Principles of humanity.

We cannot discriminate in our censure of their mode of conducting their contest between the Spaniards and the Cubans. Each commit the same spaniards and the Cubaks. Each of the the stablished rules of war. The properties of many of our citizens have been destroyed or embargoed, the lives of several have been sacrificed; and the liberty of others has been restrained. In every case that has come to the knowledge of the government an early and earnest demand for reparation and indemnity has been made; and most emphatic remonstrance has been presented against the manner in which the strife is conducted, and against the reckless disregard of human life, the wanton destruction of material wealth, and the cruel disregard of the es-

material wealth, and the cruel disregard of the established rules of civilized watfare.

I have, since the beginning of the present session of Congress, communicated to the House of Representatives, upon their request, an account of the steps which I had taken in the hope of bringing this sad conflict to an end, and of securing to the people of Cuba the blessing and the right of independent self-government. The efforts thus made failed, but not without an assurance from Spain that the good offices of this government might still that the good offices of this government might still avail for the objects to which they had been addressed. During the whole contest the remarkable exhibition has been made of large numbers of Cubans escaping from the island and avoiding the risks of war, congregating in this country at a safe distance from the scene of danger, and endeavoring to make war from our shores, to urge our peo-ple into the fight which they avoid, and to embroil

this government in complications and possible hostilities with Spain.

It can scarcely be doubted that this last result is the real object of these parties, although carefully covered under the deceptive and apparently plausible demand for a mere recognition of belligerency. It is stated, on what I have reason to result that contains the con gard as good authority, that Cuban bonds have been prepared to a large amount, whose payment is made dependent upon the recognition by the United States of either Guban belligerency or in-dependence. The object of making their value thus entirely contingent upon the action of this govern-ment is a subject for serious reflection.

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In determining the course to be adopted on the demand thus made for a recognition of belligerency, the liberal and peaceful principles adopted by the Father of his Country and the eminent statesmen of his day, and followed by succeeding chief magistrates and the men of their day, may furnish a safe guide to those of us now charged with the direction and control of the public safety. From 1789 to 1815, the dominant thought of our statesmen was to keep the United States out of the wars which were devastating Europe.

The discussion of measures of neutrality begins with the State papers of Mr. Jefferson, when Secretary of State. He shows that they are measures of national right as well as of national duty. That misguided individual citizens cannot be tolerated in making war according to their own caprice, pas-

making war according to their own caprice, passions and interests, or foreign sympathies. That the agents of foreign governments, recognized or unrecognized, cannot be permitted to abuse our hospitality, by usurping the functions of enlisting or equipping military or naval forces within our

territory.

Washington inaugurated the policy of neutrality, and of absolute abstinence from all foreign entangling alliances, which resulted in 1791 in the first municipal enactment for the observance of neutrality. The duty of opposition to fillbustering has been admitted by every President. Washington enconntered the efforts of Genet and the French revolutionists; John Adams, the projects of Miranda; Jefferson, the schemes of Aaron Burr. Madison and subsequent presidents had to deal with the question of foreign enlistment or equipment in the United States; and since the days of John Quincy Adams it has been one of the constant cares of government in the United States to prevent piratical expeditions against the feeble South American republics from leaving our sheres.

our sheres.

In no country are men wanting for any enterprise that holds out promises of adventure or gain. In the early days of our national existence the whole continent of America outside of the United whole continent of America outside of the United States, and all its islands, were in colonial dependence upon European powers. The revolution which from 1810 spread almost simultaneously through all the Spanish-American continental colonies, resulted in the establishment of new States, like ourselves, of European origin, and interested in excluding European politics, and the questions of dynasty and of balances of power, from further influence in the new world. The American policy of neutrality, important before, became policy of neutrality, important before, became doubly so, from the fact that it became applicable to the new republics as well as to the mother

It then devolved upon us to determine the great

It then devolved upon us to determine the great international question, at what time and under what circumstances to recognize a new Power as entitled to a place among the family of the nations, as well as the preliminary question of the attitude to be observed by this government toward the insurrectionary party pending the contest.

Mr. Monroe concisely expressed the rule which has controlled the action of this government with reference to revolting colonies pending their struggle, by saying, "As soon as the movement assumed such a steady and consistent form as to make the success of the provinces probable, the rights to which they were entitled by the laws of nations, as equal parties to a civil war, were extended to them." The strict adherence to this rule of public policy has been one of the highest honors of American statesmanship, and has secured to this government the confidence of the feeble Powers on this continent, which inclines them to rely upon its friendship, and absence of designs of conquest, and to look to the United States for example and moral protection.

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It has given to this government a position of prominence and of influence which it should net abdicate, but which imposes upon it the most delicate duties of right and of honor regarding American questions, whether those questions affect emancipated colonies or colonies still subject to European

The question of beligerency is one of fact, not to be decided by sympathies for or prejudices against either party. The relations between the parent State and the insurgents must amount, in fact, to war in the sense of international law. Fighting, though fierce and protracted, does not alone constitute war. There must be military forces, acting in accordance with the rules and customs of war, flags of truce, cartels, exchange of prisoners, &c., &c.; and to justify a recognition of belligerency there

must be, above all, a defacte political organization of the insurgents, sufficient in character and resources to constitute it—if left to itself—a State among nations, capable of discharging the duties of a State and of meeting the just responsibilities it may incur as such toward other Powers in the discharge of its patients duties.

charge of its national duties.

Applying the best information which I have been able to gather, whether from official or unofficial sources, including the very exaggerated statements which each party gives to all that may prejudice the opposite or give credit to its ewn side of the question, I am unable to see in the present condition of the contest in Cuba those elements which are requisite to constitute "war" in the sense of international law. The insurgents hold no town or city; have no established seat of government; they have no prize courts; no organi cation for the receiving or collecting of revenue; no scaport to which a prize may be carried or through which access can be had by a foreign power to the limited interior territory and mountain fortresses which they occupy.

The existence of a legislature representing any popular constituency is more than doubtful. In the uncertainty that hangs around the entire insurrection there is no probable evidence of an election of any delegated authority, or of any government outside the limits of the camps occupied from day to day by the moving companies of insurgant troots. There is no companies on trade, although troops. There is no commerce, no trade, either internal or foreign, no manufactures.

The late commander-in-chief of the insurgents

having recently come to the United States, pub-licly declared that "all commercial intercourse or trade with the exterior world has been utterly cut off;" and he further added: "To-day we have not ten thousand arms in Cuba." It is a well-established principle of public law that a recognition by a foreign State of belligerent rights to insurgents under circumstances such as now exist in Cuba, if not justified by necessity, is a gratuitous demon-

stration of moral support to the rebellion.

Such necessity may yet hereafter arise; but it has not yet arisen, nor is it probably clearly to be seen. If it be war between Spain and Cuba, and be recognized, it is our duty to provide for the conse-quences which may ensue in the embarrassment to our commerce and the interference with our revenue. If belligerency be recognized, the commercial marine of the United States becomes liable to search and to seizure by the commissioned cruisers of both parties; they become subject to the adjudi cation of prize courts.

Our large coastwise trade between the Atlantic and the Gulf States, and between both the isthmus of Panama and the States of South America, eugaging the larger part of our commercial marine passes, of necessity, almost in sight of the island of Cuba. Under the treaty made with Spain, of 1795 Coba. Under the treaty made with Spain, of 1795, as well as by the laws of nations, our vessels will be liable to visit on the high seas. In case of belligerency, the carrying of contraband, which now is lawful, becomes liable to the risks of seizure and condemnation. The parent government becomes relieved from responsibility for acts done in the insurgent territory, and acquires the right to exercise toward neutral commerce all the powers of a party to a maritime war. To what consequences the exercise of these powers may lead is a question which I desire to commend to the serious question which I desire to commend to the serious consideration of Congress.

In view of the gravity of this question, I have deemed it my duty to invite the attention of the war-making powers of the country to all the relations and bearings of the question in connection with the declaration of neutrality and granting of belligerent rights. There is not a de facto govern-ment in the island of Cuba sufficient to execute law and to maintain just relations with other nations Spain has net been able to suppress the opposition to Spanish rule on the Island, nor to award speeds justice to other nations, or citizens of other nations,

when their rights have been involved. There are serious complications growing out of the seizure of American vessels upon the high seas, executing American citizens without proper trial and confiscating or embargoing the property o American citizens. Solemn protests have been made against every infraction of the rights either of individual citizens of the United States or of the rights of our flag upon the high seas, and all proper steps have been taken and are being pressed for the proper reparation of every indignity complained of.

The question of belligerency, however, which is
to be decided upon definite principles and according to ascertained facts, is entirely different from and unconnected with the other questions, with the manner in which the strife is carried on on both sides, and the treatment of our citizens entitle I to our protection. The questions concern our own dignity and responsibility, and they have been made, as I have said; the subject of repeated communications with Spain, and of protests and demands for redress on our part. It is hoped that these will not be disregarded; but should they be, these questions will be made the subject of a further communication to Congress.

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ther communication to Congress.
U. S. GRANT, Executive Mansion, June 13, 1870.

FOREIGN ITEMS.

-It is reported in Paris as a good joke that William of Prussia wants to have a little plebiscitum of his own and proclaim himself Emperor

-To aid in recovering the five pictures Goya, recently stolen from the palace at Madrid, engravings of them have been sent to all the museums of Europe. -A collection of rare books of the romantic

school has lately been sold in Paris. Among them was Horace Raisson's "Art of Saying Pretty Things." Precious volume! —The surplus of the money collected for the

Melanethon monument at Wittenberg (10,500 thalers) has been applied for the formation of a fund for the benefit of poor students.

—The little white satin shoe worn by the

Duchess of Berry on the night her husband was assassinated, and stained with his blood, is preserved as a sacred relic in the saloon of the Faubourg St. Germain, where on reception days it receives the homage of legitimist visitors. -Prince Demidoff received from his Russian iron and copper mines, in which he employed 65,000 laborers, an annual income of 1,400,000 francs. It is in these mines, imbedded in veins of copper, that have been found some of the largest and finest blocks of malachite in

-The Moniteur complains that when a plot doesn't succeed the police are always accused of inventing it. Counting out this alleged plot of 1870, the nephew of his uncle has had only two little bequests to leave this vale of tears and elebiscita-that of Pianori in '52 and of Orsini

-M. Charles Grad thinks he has found the way, on paper, to the North Pole. The new route is that of the Sea of Kara, which is safely navigable at any time of the year, as it never entirely freezes, and is always accessible to light vessels like whalers of from 30 to 125 tons. Dr. Peterman and the Russian geographers con-

cur in M. Grad's opinion.

—The King of Saxony, in his 70th year, has begun to study the Russian and Polish languages with the purpose of translating some of the best poetry of those tongues into German. King John is the author of the best translation of Dante ever made into any language, with the possible exception of Longfellow's. It is especially valuable for its learned and exhaustive notes-in German, of course. His Majesty uses

the nom de plume of Philalethes.

—Mr. D. J. Watgen offered a prize of 5000 gold thalers for the best large historical painting, and selected the "Founding of Riga," Two others concerned attack this choice on the ground that the "Founding of Riga" (the name of an ancient city in Russia) is a mythical and not a historical event; and favor "Discovery of America" as a subject. Others —and these are in the majority—want to have "The Landing of the Pilgrim Fathers from the Mayflower, 1620," commemorated upon the walls of the Berlin Bourse.

A DIAMOND STORY.—A crystal was lately discovered in New South Wales. That there were diamonds in New South Wales was undeniable. A diamond company had been started. That, too, was beyond dispute. Accordingly this newly-discovered stone must be a diamond. If it wasn't it ought to be. It weighed 7 oz.; such a diamond never was seen. The manager of a bank advanced £700 upon it without looking at it. The steamship company claimed 8 per cent. freight on it without looking at it. The owner refused to sell it; he alone had looked at it. What remained but to start a company to buy it without looking at it also? No sooner said than done. One thousand pounds to be given for the diamond, in any case, money down, and four thousand more if it proved to be diamond; a hundred shares at £10 a share, liable to calls, etc. Within a few hours the shares were up to £20 to £25-were not to be had for love or money. Then the diamond was sent to an expert, and proved to be an

RAILROAD LINES.

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

SPRING ARRANGEMENT

Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION. MORNING ACCOMMODATION.

At. 7-30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6-36 P. M.; arrives in Phitadelphia 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, Carilsle, Chambersburg, Hagerstown, etc.

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

East Pennsylvania Raliroad 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, Eimira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquenana trains 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.

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:26 A. M., stopping at intermediate stations; arrives in rhiladelphia at 8:40 A. M. Returning, leaves rhiladelphia 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 9:26 P. M.
Returning, leaves Philadelphia at 5:15 P. M.; ar-

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M. 940 P. M.
Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2:50 P. M., and Pottsville at 2.50 P. M., arriving at Philadelphia at Harrisburg Accommodation leaves Reading at

7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-35 P. M., arriving in Philadelphia at 9-25 P. M. 9-25 P. M.
Market train, with a passeoger 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 dally, Sundays ex-

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadeiphia. Returning from Downingtown at 6-20 A. M., 12-45, and 5-15 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 Perklomen Valley connect with trains at Col-legeville and Schwenksville. COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7-30 A. M. and 4-00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7-00 and 11-00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:46 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6:86 A. M. and 8:60 A. M., passing Reading at 7:23 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 3:15 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

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

SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6.30 and 11.30 A. M and 6.50 P. M., returning from Tamaqua at 8.35 A. M., and 1.40 and 4.50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-

Trains leave Auburn at \$55 A. M. for Pinegrove and Harrisburg and at 12.05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3.40 P. M., from 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 dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

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

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

COMMUTATION TICKETS.—At 25 per cent. ount, between any points desired, for families MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$47.00 each, for families and

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

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

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

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

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 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. 225 S. FOUNTH Street, or at the Depot, THIRTEENTH and CALLOW-

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

2.30 P. M. for West Chester stops at all stations.
4.15 P. M. for B. C. Junction stops at all stations.
4.45 P. M. for West Chester stops at all stations west
of Media (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 6 to P. M. for West Chester stops 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.
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 between W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. R. R.

8-18 A. M. from B. C. Junction stops at all stations.
10-90 A. M. from West Chester stops at all stations.
1-50 P. M. from B. C. Junction stops at all stations.
1-55 P. M. from West Chester stops at all stations.
1-55 P. M. from West Chester stops at all stations.
connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & R. C. R. R.
6-55 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
9-70 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,
S-65 A. M. for 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.

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

At 8 and 10 A. M., 12 M., 2, 8-30, and 5 P. M. for At 6:80. 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 r. M. for Hordentown, clorence, Burlington, Beverly, Delance 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 Paimyra.

At 5:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House.

The 11:30 P. M. line leaves from Market Street Ferry (upper side).

At 7:30 A. M., 2:30, 3:30, 5, and 6 P. M. for Trenton and Bristol, and at 10:46 A. M. and 4 P. M. for At 1.30 A. M., 2.30 5, and 6 P. M. for Morrisville nd 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., 12 30, 4, 5, and 6 P. M. 107 Schenck'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.

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 9:80 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., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 12 M. (noon), 6 46 P. M., BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE PELAWARE RAILROAD LINES.

PROM KENSINGTON DEPOT.

At 730 A. M. fer Nisgara Falls, Buffalo, Dunkirk, Esmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 730 A. M. and 3'30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3'30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. from Kensington Depot, for Lambert-At & P. M. from Kensington Depot, for Lambertville and intermediate stations.

CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford &t 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-yille, Ewansville, Vincentown, Birmingham, and Pemierton.
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, Imlaystown, Sharon, and Hightstown.
June 13, 1870. WM. H. GATZMER, Agent.

PHILAPELPHIA, WILMINGTON, AND BAL-

TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Way Mall Train at 8:30 A. M. (Sundays excepted), for Baltimore, stepping 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 Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11 45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Express Train at 4 P. M. (Sundays excepted), for Bantimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. Night Express at 11'30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Ciaynont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia.

Passengers for Forress Monroe and Norfolk will take the 11-45 A. M. train.
WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate

stations. Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted Trains leaving Wilmington at 646 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 100 A. M. and 4 80 P. M. trains for Baltimore Cen-

7:00 A. M. and 4:30 P. M. trains for Baltimore Cenral Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 8 55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing 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 Philaceiphia and Eric Raliroad run as follows from Pennsylvania Railroad Depot, West

Philadelphia:

WESTWARD,

Williamsport - 8 00 A. M.

Williamsport - 7.40 P. M.

ERIE EXPRESS leaves Philadelphia - 10 20 P. M.

Williamsport - 7.40 P. M.

Williamsport - 8-15 P. M.

ELMIRA MAIL leaves Philadelphia - 7.25 A. M.

ELMIRA MAIL leaves Philadelphia - 7.60 A. M.

Williamsport - 7.00 P. M. " Walliamsport 6.00 P. M. arrives at Lock liaven 7.20 P. M. BALD EAGLE MAIL leaves Williams. " oper - - 1'30 P. M. arrives at Lock MAIL TRAIN leaves Erie - 8 50 A. M.

Williamsport - 9 25 P. M.

arrives at Palladelphia 6 20 A. M.

PRIE EXPRESS leaves Erie - 9 00 P. M.

Williamsport 8 16 A. M. . 2:45 P. M. ERIE EXPRESS leaves Eric 900 P.
Williamsport 8:15 A.
arrives at Philadelphia 5:39 P. ELD IRA MAIL leaves Williamsport - 0 46 A. M.
arrives at Philadelphia 9 50 P. M.
BUFFALO EXP. leaves Williamsport 12 25 A. M.
Harrisburg - 6 20 A. M.
arrives at Philadelphia 9 25 A. M.
BALD FAGLE MAIL leaves L. Haven II 36 A. M. BALD EAGLE EX. leaves Lock Haven 9:35 P. M.
" arr. Williamsport 10:50 P. M.
" arr. Williamsport 10:50 P. M.
Express Mail and Accommodation, cast and west, connect at Corry, and all west bound trains and

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-

Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN,

& B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4°20 P. M.
For OXFORD, at 7 A. M., 4°30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2°30 P. M., 4°30 P. M., and
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°55 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 S P. M., SUNDAY, JUNE 12, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot.

Agents of the Union Transfer Company will call

for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street,

will receive attention TRAINS LEAVE DEPOT.
 Mail Train
 8 00 A

 Paoli Accommodation
 12 50 and 7 10 P.

 Fast Line
 12 30 P.

 Erie Express
 11 00 A.

 Harrisburg Accommodation
 2 30 P.

 Lancaster Accommodation
 4 10 P.

 Parkesburg Train
 5 30 P.

 Cincinnati Express
 8 00 P.

 Erie Mail and Pittsburg France
 8 00 P.
 Mail Train Erie Mail and Pittsburg Express . . 10:30 P. 10.30 P. M. 11.30 P. M. Way Passenger 11:30 P. M.
Erie 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, runs only to Harrisburg. Cincinnati Express seaves 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 6 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8-49 A. M.; arrives at Paoli at 9.40 A. M. Sunday Train No. 2 leaves Philadelphia at 6.40 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.

Paoli Accommodat'n . 8-20 A. M. and 6-40 P. Pacii 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 11-55 P. M. Lancaster Train

Lancaster Train

Lancaster Train

Lock Haven and Elmira Express

Jeve P. M.
Lock Haven and Elmira Express

12-20 P. M.
Harrisburk Accommodation

For turther information apply to

JOHN F. VANLEER, Jr., Ticket Agent.

No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Depot.

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. Lancaster Train

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

NORTH PENNSYLVANIA RAILROAD THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-EEN 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-At 7.35 A.M. (Express), for Bethlehem, Easton, Al-

lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahancy City, Hazieton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-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 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

11 A. M. (Accommodation) for Fort Washington. 1.15, 3.30, and 5.20 P. M., for Abington.
1.45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2 30 P. M. (Accommodation) for Doylestown, At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Alientown, Coplay, and Mauch Chunk.

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 8 25 P. M. Dovlestown at 8.25 A. M., 4.40 and 7.05 P. M.

Lansdale at 7:30 A. M. Fort Washington at 9 20 and 11:20 A. M., 3:10 and Abington at 2:35, 4:55, and 6 45 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Doylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M. and 7:00 P. M. nd 700 P. M.
Doylestown for Philadelphia at 6.30 A. M.
Bethlehem for Philadelphia at 4.00 P. M.
Fort Washington for Philadelphia at 9.30 A. M. and 8 10 P. M.

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

May 16, 1870.

ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILHOAD. TIME TABLE.

On and after MONDAY, June 6, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9 05, 10, 11, 12 A. M., 2, 3 4, 8 5, 4, 4 5, 6 06, 5 5, 6, 6 6, 7, 8, 9, 10 05, 11, 2 P. M. 12 P. M.
Leave Germantown 6, 6.55, 7%, 8, 8.20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 6, 5%, 6, 6%, 7, 8, 9, 16, 11 P. M.
The 5-20 down train, and 3% and 5% up trains, will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 9½ A. M., 2, 4.05, 7, and 10% P. M. Leave Germantown at 81/4 A. M., 1, 8, 6, and 93/4 CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 3%, Leave Chesaut 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, 5'40, and Passengers taking the 6:55, 9 A. M., and 614 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection Station. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 8, 4½, 4, 5½, 6½, 8 05, 10, and 11½ P. M.
Leave Norristown 6½, 6 25, 7, 7½, 8 50, and 11 A.
M., 1½, 3, 4½, 6½, 8. and 9½ P. M.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 215, 4, and 71/2 P. M.
Leave Philadelphia 6 A. M., 215, 4, and 71/2 P. M.
FOR MANAYUNK.

Leave Philadelphia 6, 71/2, 9, and 11-05 A. M., 11/2,
3, 41/2, 5, 51/3, 61/4, 805, 10, and 111/4 P. M.
I cave Manayunk 6, 61/5, 73/2, 8 W, 9-20, and 111/4
A. M., 2, 31/2, 5, 61/2, 81/2, and 10 P. M.
ON SUNDAYS.

Leave Philadelphia 9 A. M., 21/2, 4, and 71/4 P. M.
Leave Manayunk 7/2 A. M., 12/2, 62/2 and 9/4 P. M.
PLY MOUTH RAILROAD.

Leave Philadelphia 5 P. M.
Leave Flymouth 61/2 A. M.
The 7/4 A. M., train from Norristown will net stop at Moxee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane. Wisinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 9-65 A. M., and 61/4 P. M.
trains from Ninth and Green streets will make close

trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9½ 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.

6 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9:25 A. M. and 4:25 P. M., on

PORT DEPOSIT at 925 A. M. and 530 P. M. OXFORD at 645 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., 435 P. M., and 639 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the harde.

HENRY WOOD, hard Superintendent.

AUDITION SALES," M. THOMAS & SONS, NOS. 189 AND 18 SUPERIOR Sale at the Auction Rooms.
PROOF SAVE, MIRRORS, BEDDING, CHINA AND GLASSWARE, REFRIGERATORS, CARPETS, ETC. June 16, at 2 o'clock, at the auction rooms, by cata legue, a large assortment of superior heusehold furniture, (fc. [6 14 2]

BUNTING, DURBUKOW & CO., AUCTIOM-KEES, Nos. 221 and 224 MARKET Street, corner at Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS.
On Thursday Morning,
June 16, at 10 o'clock, on four months' credit. 6 10 5t

LARGE SALE OF CARPETINGS, 500 ROLLS

CANTON MATTINGS, ETC.,

June 17, at 11 o'clock on four months' credit, about 200
pieces ingrain, Venetian, list, hemp, cottage, and rag
carpetings, Canton mattings, etc. 3 6 11 54 LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning. EJune 20, at 10 o'clock, on four months' credit. \$145t

Sale at the Auction Rooms, No. 704 Chemnt street.

VERY SUPERIOR HOUSEHOLD FURNITURE,
Handsome Parlor and Chamber Suits, Elegant French
Piste Mirrors, Fine Bruse is and Other Carpets, Superior Fire-preof Sales, made by Farrel & Herring, Evans
& Watson, and Lillie: Office Tables, Bookcases, Mattreesee, Eeds and Bedding, China, Glass, and Plated
Ware, Set Double Harness, Paintings, Engravings,
etc. etc.

otc. etc.

Cn Wednesday Morning,
June 15, at 10 o'clock, at the auction rooms, by cataogue, an excellent assortment of Secondband Household
furniture, including—Handsome parior suit, covered
with plush, brocatelle, terry and reps; oiled wainut chamier spits, mirrors, carpets, etc.

Catalogues early on morning of sale.

6 13 2t

LARGE AND IMPORTANT SALE OF ELEGANT DIAMONDS AND FINE WATCHES, STOCK OF MESSRS. EPHRAIM & ISAACS.

On Thursday Morning,
June 16, at 11 o'clock, at the auction rooms, No. 704 Chesnut street, by catalogue, by Messrs. 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 salitaires, clusters from 1 to 3 carats, 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 Messers. Ephraim & Isaacs for their best retail sales. 613 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'elock, at the auction rooms, No. 704
Chesnut street, by catalogue, a Stock of fine quality Platec ware, including a juli assortment, each lot of which will be sold to close the business of a large Eastern manufactory.
613 4t

manufactory. Sale at No. 1203 Green Street.

MANDSOME DOUBLE THREE STORY BRICK RE.
SIDENCE; ELEGANT CARVED WALNUT PARLOR, CHAMBER, AND DINING ROOM FURNI.
TURE; Fine Oil Paintings and Em ravings; Fine
French-plate Mantel, Pier, and Convex Mirrors; Handsome 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 wainut drawing, room furniture, elegant console and centre t bles, handsome wainut and morocco dining-room furniture, six fine French plate mantel, pier, and Couvres mirrors in elaborate wainut frames, oak library furniture, fine oil painting. "Frait" by Carl Batum, finely-colored engravings, silver safe made by Evans & Watson, fine lace curtains, handsome velvet carpets, very fine spring an t hair mattresses, 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, 86 feet front
by 101 feet in depth, situate No. 1503 Green strest.

The house is in good repair, celling 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). 6 11 7t

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
GHESNUT Street, rear entrance No. 1107 Sansom street. A. McCLELLAND, AUCTIONERS NO. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furn Public sates of Furniture at the Auction Rooms, No. 1212 CHESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

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

DY BARRITT & CO., AUCTIONERS
CASH AUCTION HOUSE, [1124]
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Cash advanced on consistent metal without extra charge. SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctionser,
No. 1117 CHESNUT Street, (Girard Row).

I PPINCOTT, SON & CO., AUCTIONEERS IN LOUISVILLE, KY W. GEOEGE ANDERSON & CO. STUCKY. AUCTIONEERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclu-Sively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and bata every

Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 is am

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

stations.

11 45 A. M., Woodbury Accommodation.

8 16 P. M., Mail for Cape May, Miliville, Vineland, and way stations below Glassboro.

3 30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

5 45 P. M., Accommodation. Woodbury, Glass-boro, Clayton, Swedesbero, and way stations.

Commutation tickets at reduced rates between Philadelphia and all stations.
Cape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100.

Freight Train leaves Camden daily at 12 o'clock noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

3 15 WM. J. SEWBLL, Superintendent.

ENGINES, MACHINERY, ETO. PENN STEAM ENGINE AND
PRACTICAL AND TREORETICAL ENGINEERS
MACHINISTS, BOILER MAKERS, BLACKSMITHS
and FOUNDERS, having for many years been
in successful operation, and been excitatively engaged in building and repairing Marine and
River Engines, high and lew presents, from Boilers, Water
Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for
singines of all sizes, Marine, River, and Stationary; having
sets o patterns of different sizes, are prepared to exceute
orders with quick despatch. Every description of patternmaking made at the abortest notice. High and Low pressure F or Tubniar and Cylinder Boilers of the best Fennsylvani. Charceal Iron. Forgings of all sizes and kinds,
from and Brass Castings of all descriptions. Roll Turning
Serow Cutting, and all other work connected with the
above business.

Drawings and a pescifications for all work done at the

screw County, and a shore business.

Drawing and specifications for all work done at the stabilishment free of charge, and work guaranteed.

The subscribers have ample wharf dock room for repairs of boats, where they can lie in perfect safety, and are provided with here, blocks, falls, etc. etc., for raining heavy or lie ht weights.

JACOB C. NEAFIR, JACOB C. NRAFIR, JOHN P. LEVY, BEACH and PALMER Streets. 8 15

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. 4's North FIFTH Street.

MEDICAL.

NOCURE, NO PAYS
FOX'S CRAMP AND DIARRHEA MIXTURE
has proved itself to be the surest and speediest romody
for Crampa, Diarrheaa, Dysenteer, Cholera Morbus, and
first stages of Asiatic Cholera. No family after having
once treed it will be without it. Ask for Fox's Cramp and
Diarrhea Mixture, and take no other. Sold at YAR.
NALL & CO'S, FIFTEENTH and MARKET Streets,
and No. 602 ARCH Street.

JOHN FARNUM & CO., COMMISSION MER-Chants and Manufacturers of Conestors Ticking, etc. No. 255 CHESNUT Street, Philadelphia.