RAILROAD LINES.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and
Callowhill streets, Fhiladelphia, at the following

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 Phindelphia at 9:25 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falls, Buf-falo, Wilkesbarre, Pittston, York, Cariisle, Cham-

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

etc., and the 8-16 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains

for Williamsport, Lock Haven, Eimira; etc.; at HARRISBURG with Northern Central, Cumber-

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

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:39 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Ratiread 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. READING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 540 A. M. and 4-20 P. M., and Reading at 7 30 A. M. and 4-35 P. M., stopping at all way stations; arrive in Philadelphia at 10-20 A.

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

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. Connect

ing at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at

Market train, with a passegger car attached, leaves Philadelphia at 12:30 acon, 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 ex-

cepted.
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 Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:16 P. M.

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

turning from Schwenksville at 8.05 A. M., 12 45 noon, and 4.15 P. M. Stage lines for various points

in Perkiomen Valley connect with trains at Col-

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 1:45 and 10:05 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-

ore, etc. Returning Express train leaves Harrisburg on

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6'30 and 11'30 A.

and from Trement at 6 25 A. M. and 5 05 P. M.

TICKETS.
Through first-class tickets and emigrant tickets

to all the principal points in the North and West

and Canadas, Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation

Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one

day only, are sold at Pottsville and intermediate stations by 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. Micolls, General

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

and firms.
MILLAGE TICKETS.—Good for 2000 miles, be-

tween all points, at \$47.00 each, for families and

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

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

will be furnished with cards entitling themselves

and wives to tickets at hall fare.

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

streets.
FKEIGHT.—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 Ulinton, 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. FOURTH Street, or at the Depot. THIRTEENTH and CALLOW-

W EST CHESTER AND PHILADELPHIA RAIL-

W ROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

FROM PHILADELPHIA.

for West Chester stops at all stations.

6 to P. M. for West Chester stops at all stations.
11 20 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), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

R. R.

8-15 A. M. from B. C. Junction stops at all stations.
19-90 A. M. from West Chester stops at all stations.
19-50 P. M. from B. C. Junction stops at all stations.
195 P. M. from West Chester stops at all stations.
195 P. M. from West Chester stops at all stations.
195 P. M. from West Chester stops at all stations,
connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C. R. R.
6-55 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
9-00 P. M. from B. C. Junction. This train commences running on and after June 1st. 1870, stop.

mences running on and after June 1st, 1870, stop ping at all stations.

ON SUNDAYS,

ingtown at 6:20 A. M., 12:45, and 5:16 P. PERKIOMEN RAILROAD.

legeville and Schwenksville.

Morning Express trains for Philadelphia leave

bersburg, Hagerstown, etc.

bersburg, Pinegrove, etc.

M. and 9 25 P. M.

4.25 P. M.

MEDICAL EDUCATION.

PROFESSOR HUXLEY ON THE STUDY OF PHYSIO-LOGY-ITS NEGLECT BY MEDICAL STUDENTS-THE ELEMENTS OF PHYSICAL SCIENCE TO BE TAUGHT IN PRIMARY SCHOOLS.

From the Landon Daily News. Professor Huxley distributed the prizes yesterday at the University College to the medical students. The reports of the professors having been duly read, he delivered an address to the audience. Success, he said, upon an occasion of this kind, valuable as it was, in reslity was but putting the foot upon one round of the ladder which led upwards, and that was never intended to be rested upon longer than was necessary to assist in moving to the next rung. He did not forget the vanquished, however, and he hoped, though borne bleeding from the field, they had been cured by the ministrations of some fair maiden-(laughter)-and in these days when every fair maiden was to be a fully qualified practitioner-(Hisses, cheers, and loud hisses, which drowned the remainder of the sentence). The quarter of a century which had elapsed since he occupied a position similar to theirs took him back to a time when he himself was exceedingly well beaten in anatomy and physiology by a member of University College, and he accepted the defeat with the comfortable assurance that he had thoroughly earned it. (Laughter.) After all, it did not matter how many troubles a man had in his career, so long as they did not make him dirty. (Cheers.) Persons who had to wash and be clean after every such experience must of necessity lose much time and opportunity. Patience and tenacity of purpose were more than worth twice their weight of cleverness. Speaking of medical educa-tion, he said he had for twelve or thirteen years been an examiner in the University of London. Although the men who came up there were the pick of the London schools, he had found them all laboring under certain disadvantages owing to the defective system of education now pursued. What had struck him during his long experience of the best instructed of the medical schools was the singular unreality of their knowledge of physiology. He did not complain of the quantity, for there was, if anything, too much of it, but he did quarrel with the quality. He had invariably found that the men who came up for examination did not know their physiology as they did their anatomy. While anatomy was properly taught as a science, physiology was taught as if it were a mere matter of books and hearsay. This was not a desirable state of things, and his earnest conviction on the point had led him to the somewhat bold course of publicly stating his opinions. (Cheers.) The saying that every question in the world was a question of finance only was, to a great extent, true with regard to medical education. The number of schools in London rendered it almost impossible that competent men could confine themselves to the teaching of the theoretical branches of the profession. Anatomy, which lay in the direction of practice, might be thoroughly taught, but this was not so with physiology. From the very nature of the case the occupant of the physiological chair remained there until he had achieved professional success, and then he left it; he was clothed, but physiology was bare. (Cheers.) The remedy he suggested was the centralization of the teaching of the theoretical branches of the profession in not more than three central institutions, where able professors could be maintained. He would cut down these theoretical branches to a considerable extent, and would have the elements of physical science taught in the primary schools-physics, chemistry, botany, and the like. (Hear, hear.) Comparative anatomy ought to be absolutely abolished, although it would involve the putting back of such branches as zoology and botany to the students' early education in ordinary schools. He would also abolish Materia Medica. (Cheers.) He could not understand why gentlemen who had to practise medicine should be obliged to learn all about drugs, and where they came from; they might just as well be required to know all about cutlery because they used knives. (Laughter and cheers.) If his views were adopted. there would be left for the four years' study the following nine subjects:-Physics applied to physiology, chemistry applied to physiology, physiology, anatomy, surgery, medicine, obstetrics, hygiene, and medical jurisprudence, which would be quite enough for the man's pursuit-(cheers)-and this course would not oblige a medical student to occupy his time with what would not be absolutely useful in his future life. (Cheers.)

AN IOWA WONDER.

A CAVE NEW, WONDERFUL, AND ENDLESS SO FAR AS EXPLORED.

A wonderful discovery has just been made about six miles west of Dubuque, Iowa, which consists of a cave of immense dimensions and magnificent gorgeousness and beauty. While mining for lead ore, a Mr. Rice made a discovery in opening a narrow passage which he followed about seven hundred feet, leading into a large room, connected by a narrow passage with many others, which he followed a distance of about one thousand feet, where the cave seemed to terminate. He afterward sunk a shaft thirty feet deep, intersecting the cave near its termination, and he and his party of five descended and entered another narrow passage of about one hundred feet, where it expands into a large hall of one hundred feet long. forty or fifty feet wide, and from ten to fifteen feet high, and ornamented with stalactites of great beauty, the roof, like a miniature sky, studded and spangled with orbs of most brilliant lustre, and presenting a crystalline surface of exquisite fineness and lustre which flashes by the light of the torches with great brilliancy.

From this room the cave branches in two directions at an angle of about forty degrees, which, on being traversed for about half a mile, the explorers found several other chambers of even greater dimensions and greatly exceeding the first in beauty and interest, the entire sides and roofs being covered with snow-white stalactites and frost-like encrustations of carbonate of lime and gypsum. In many parts of the cave might also be seen arayonite, and at distances varying from ten to fifteen feet are deep recesses in the walls so large and high in some cases as to enable them to walk about in them. On the floors of these recesses many stalagmites had formed, one resembling a huge polar bear, and other formations resembling clusters ef grapes, etc. In another place a hand was distinctly traced. The water in the cave is so clear that in places where it is ten inches deep it does not appear to be more than two. The party remained in the cave about six hours and travelled in it about two miles.

-Some white gentlemen who took seats in the colored men's car on a Georgia railroad, the other day, were invited to another car by the conductor, as the two colored passengers obcted to white gentlemen sitting and smoking WISHART'S COLUMN

A Change without Alteration.

Most of the cities of our Union have pet names ... titles of endearment which are almost as well known as their proper titles. Thus we have the Garden City, the Hub, the Crescent and the Twin, One among our larger capitals has a name worth [4 merely a translation of its own into a more familias and better understood language. We mean Philadelphia, the City of Brotherly Love, It is a city of which an American may well be proud, for here the Declaration of Independence was signed, and the heart of every patriot swells with a nobler emotion as he looks upon the bell which p-aled forth with joy at a nation's deliverance. The philanthropis' feels his heart throb with pleasure as he views the noble institutions which a magnificent charity has erected in that favored spot to relieve the distress of humanity. The friend of science rejoices to see the city of the great American printer and philosophe abounding in institutes for science and nurseries o art. Medical students resort to Philadelphia fo their professional training. The young man intend ing to adopt the Bar as his occupation seeks hel classic groves. The architect finds in her streets and squares, her solemn temples and gorgeous palaces, fit examples for his study and imitation. The merchant from other cities looks with wonder upon the commercial facilities of Philadelphia, her doubl port, her mineral treasures pouted into her lap from the exhaustless resources of the Commonwealth and the mannfacturing energies which put the wheels of industry in motion and send the products of her artisans and the result of the energies of hel capitalists to the farthest regions of the West an all points of the compass. From Philadelphia as from a modern Bethesda a healing pool for the diseases of humanity flow out the graud remedies which have stood the test of time, and are known and valued wherever mankind is liable to the ilis of flesh or the accidents of climate. Why it is we know not, but probably from her magnificent central posttion of our country, those members of the healing art who furnish the whole world with remedies for every complaint seem to have made their headquarters in the City of Brotherly Love.

We could enumerate, had we space and time, a large number of houses engaged in this noble work. Second to none, take, for instance, those well-known medicines, the Pine Tree Tar Cordial and Dyspepsia Pilis. The results of long experience and the subject of many papers before the Pailosophical Society of Great Britain, it was left to America to see their virtues fully tested, and to Philadelphia to become the great centre from which they traversed half the world. Originally introduced by L. Q. C. WISHART, they rapidly became popular and brought fame and fortune to their proprietor, who some twelve months ago died, full of years and honors, respected and regretted by all who knew him. These medicines for that peculiarly American complaint-chronic indigestion or dyspepsia-together with his fortune, fell into good hands, and the worthy sons carry on their manufacture and distribution. HENRY R. WISHART, the principal manager, is recognized by the profession as a promising man, though scarcely thirty years old, possessed of the energy which is requisite in his calling, and which is so peculiarly characteristic of the Philadelphians, He, well knowing that they have something the world wants and the people will have, is extending the fame and knowledge of his father's bequest through the length and preadth of the land by an extensive system of newspaper advertising; and the village must be remote, the drug store extremely rare, which is not supplied with a stock of the Tar Cordial and Dyspensia Pills. two preparations which, at the present day, stand foremost in the ranks of patent medicines, and which are the sheet-anchor of health when once that kitchen of the body, the human stomach, gives way under the distressing symptoms of confirmed indigestion. Young and enterprising, a future lies before the WISHARTS of which any man might be proud, and which they will, we predict, grasp and use with prudence and success. A trade immense to contemplate lies in the articles and the men .-Davenport Democrat.

DR. WISHART'S PINE TREE

TAR CORDIAL.

Great Remedy. Wature's

It is the vital principle of the Pine Tree, obtained by a peculiar process in the distillation of the tar, by which its highest medical properties are retained. It is the only safe and reliable remedy which has ever been prepared from the juice of the Pine Tree.

It invigorates the digestive organs and restores

the appetite. It strengthens e debilitated system.

It purifies and enriches the blood, and expels from the system the corruption which scrofula breeds on

It dissolves the mucus or phlegm which stops the air passages of the lungs.

Its healing principle acts upon the irritated surface of the lungs and throat, penetrating to each diseased part, relieving pain and subduing inflammation.

It is the result of years of study and experiment. and it is offered to the afflicted with the positive assurance of its power to cure the following diseases, if the patient has not too long delayed a resort to the means of cure :-

Consumption of the Lungs, Cough, Sore Throat and Breast, Bronchitis, Liver Complaint, Blind and Bleeding Piles, Asthma, Whooping Cough, Diphtheria, etc. etc.

We are often asked why are not other remedies in the market for Consumption, Coughs, Colds, and other Pulmonary affections, equal to Dr. L. Q. C. Wishart's Pine Tree Tar Cordial? We snawer-

First. It cures-not by stopping coughs, but by loosening and assisting nature to throw off the unhealthy matter collected about the throat and bronchial tubes, causing irritation and cough.

Second. Most throat and lung remedies are composed of anodynes, which allay the cough for awhile, but by their constringent effects the fibres become hardened, and the unhealthy fluids coagulate and are retained in the system, causing disease beyond the control of our most eminent physicians.

Third. The Pine Tree Tar Cordial, with its assistants, are preferable, because they remove the cause of irritation of the mucous membrane and bronchial tubes, assist the lungs to act and throw off the unhealthy secretions and purify the blood, thus scientifically making the cure perfect.

Dr. Wishart has on fi'e at his office hundreds and thousands of certificates from men and women of unquestionable character, who were once hopelessly given up to die, but through the Providence of God were completely restored to health by the Pine Tree Tar Cordial. A physician in attendance, who can be consulted in person or by mail, free of charge. Price of Pine Tree Tordial, \$1 50 per bottle; \$11 per dozen. Sent by express on receipt of price. Address

L. Q. C. WISHART,

No. 232 NORTH SECOND STREET.

PHILADELPHIA.

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 Chesnut and Walnut streets cars run within one square of the

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street,

will receive attention. TRAINS LEAVE DEPOT. Mail Train Accommodation . 12-s0 and 7-10 P Parkesburg Train . . . 6:30 P Cincinnati Express . . . 8:00 P Eric Mail and Pittsburg Express . . 16:30 P Way Passenger 11:30 P. M. Krie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 8

o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg. Cincinnati Express ienves 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. 118

Sunday Train No. 1 leaves Phicadelphia at 8:49 A. M.; atrives 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.

Frie Mail Paoli Accommodat'n . 8-20 A. M. and 6-40 P Lancaster Train 11 55 A. Erie Express Lock Haven and Elmira Express

Lock Haven and Elmira Express 940 P. M.
Facific Express 1220 P. M.
Harrisburg Accommodation 940 P. M.
For jurther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot. Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,

4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD. THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT.

Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:7:00 A. M. (Accommodation) for Fort Washing-

At7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Bauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hazleton, Pittston. Towanda, Waverley, and in connection with the ERIE KALL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

the Great West.

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

9 45 A. M. (Express) for Bethlehem Easton, Allentown, Mauen Chunk, Williamsport, Wilkesparre, Pittston, Scranton. Hackettstown, Schooley's Mountair, and N. J. Central and Morris and Essex 11 A. Dr. (Accommodation) for Fort Washington.

1:16 3 30, and 5:20 P. M., for Abineton 1.45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkes barre, Pittston, and Hazleton. 2 80 P. M. (Accommodation) for Doylestown.

At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Manch 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 The Fitth and Sixth streets, Second and Third

streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 16 85 A. M.; 2 15, 5 05, and Doylestown at 8-25 A. M., 4-40 and 7-05 P. M.

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

Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Boylestown at 2 00 P. M.
Philadelphia for Fort Washington at 8 30 A. M. Doylestown for Philadelphia at 6.30 A. M.

Bethiehem for Philadelphia at 4 00 P. M. Fort Washington for Philadelphia at 9 30 A. M and 810 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, 9-95, 10, 11, 12 A. M.,

1, 2, 3½, 3½, 4, 4½, 5-65, 5½, 6, 6½, 7, 8, 9, 10-05, 11,

12 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, 6%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 8% and 6% up trains, will not stop on the Germantown Branch.

Leave Philadelphia at 9% A. M., 2, 4.05, 7, and Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 8%, 5%, 7, 9, and 11 P. M.
Leave Chesaut Hill 7-10, 8, 9-40, and 11-40 A. M., 1-40, 3-40, 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 9-25 P. M.

9-25 P. M. Passengers taking the 6-55, 9 A. M., and 6-4 P. M. trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6. 7%, 9, and 11 05 A. M., 1%, 414. 4, 514, 514. 8 06, 10, and 11 2 P. M. Leave Norristown 512, 6 25, 7, 7%, 8 50, and 11 A. M., 11, 3, 41, 61, 8, and 9 P. M. UN SUNDAYS.

Leave Philadelphia 9 A. M., 214, 4, and 714 P. M. Leave Norristowa 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philaderphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8 05, 10, and 11% P. M. 1 cave Manayurk 6, 6 55, 7%, 8 10, 9 20, and 11% A. M., 2, 3%, 5, 6%, 8%, and 10 P. M. UN SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayung 7% A. M., 1%, 6% and 9% P. M. PLY MOUTH RAILRUAD.

Leave Philadelphia 6 P. M.

Leave Phinocophia c P. M.
Leave Plymouth 6½ A. M.
The 7½ A. M. train from Norristown will not step at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will step only at School Lane, Wissinoming, Manayunk, Passengers taking the 7,9-25 A. M. and 61/4 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. The 95 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 CEN-TRAIL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on A St. and 425 P. M., on the Company will not be responsible for an amount exceeding one hundred

Sep A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 2-80 P. M. for West Chester stops at all stations.

4-80 A. M. from West Chester stops at all stations. 50 P. M. from West Chester stops at all stations connecting at B. C. Junction with P. & B. C. E. R. W. C. WHEELBR, Sup't, chars unless a special contract is made for the

R EADING RAILROAD-GREAT TRUNK LINE

Frankford.

RAILROAD LINES. 1870. FOR NEW YORK—THE CAMDEN ton Railread Companies' lines from Philadelphia to New York and Way Places. from Philadelphia to the interior of Pennsylvanis, the Schuvlkill, Susquenanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Caredas.

At 8:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 8:30 P. M., Accommodation, via Camden and Jersey City.

At 6:90 A. M., 2 and 3:30 P. M. for Freehold.

At 2 P. M. for Long Branch and points on New Jersey Southern Railrond.

At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for At 8 and 10 A. M., 12 M., 2, 3.30, and 5 P. M. for at 6 \$0. 8, and 10 A. M., 12 M., 2, 3 30, 5, 6, 8, and 11 30 P. M. for Hordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6 30 and 10 A. M., 12 M., 3 30, 5, 6, 8, and 11 30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 5, 8, and 11:38 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, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and 5 F. M. for Morrisville and Tullytown.
At 7 80 and 10-45 A. M., 2-80, 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 46 A. M., 12 30, 2 30, 5 16, 6, and 7 30
P. M. for Tacony, Wissinoming, Bridesburg, and

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railroad.
At 7 and 9-30 A. M., 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., 6-46 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 BELAWARE RALLROAD LINES.

PROM KENSINGTON DEFOT.

At 7:30 A. M. for Nisgara Falls, Buffalo, Dunkirk, Emira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc.

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

Mauch Chunk, Allentown, Bethlehem, etc.
At & P. M. from Kensington Depot, for Lambertville and intermediate stations.
CAMBEN AND BURLINGTON COUNTY AND
PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

FROM MARRET STREET PERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., and on Thursday and Saturday nights at 11-30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2 15 and 6 30 P. M. for Lumberton and At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and 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, Im-June 16, 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 Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harat Seaford with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railro road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

arrival of Pennsylvania Express from Pittsburg at 5-25 A. M. and 8-50 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 Express Train at 11'45 A. M. (Sundays excepted), fer Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. 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. Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aberand * 50 P. M., returning from Tamaqua at 8'85 A. M., and 1'40 and 4 50 P. M. M., and 140 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 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.,

Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Sten.mer's Run.

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

Passengers for Fortress Menroe 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

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 6.45 A. M. and 4.00
P. M. will connect at Lamokin Junction with the -to A. M. and 4-80 P. M. trains for Baltimore Cenral Ratiroud.

From Baltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Mail; 9 00 A. M., Express; 2-85 P. M., Express; 7-25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7°25 P. M., stopping at Mag-nolia, Perrynan's, Aberdeen, Havre-le-Grace, Per-ryville, Charlestown, North East, Elkton, Newark,

ryville, 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. 825 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadelphia and srie Ratiroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:-

WESTWARD. MAIL TRAIN leaves Philadelphia - 10 20 P. M.
Williamsport - 8 00 A. M.
arrives at Erie - 7 40 P. M. ERIE EXPRESS leaves Philadelphia 10 50 A. M. Williamsport 8 15 P. M. ELMIRA MAIL leaves Philacelphia - 7-25 A. M.
Williamsport 6-90 P. M.
arrives at Lock Haven 7-20 P. M. arrives at Erie FROM PHILADELPHIA.

6:45 A.M., for B. C. Junction, stops at all stations.

7:16 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9:40 A. M. for West Chester stops at all stations.

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

2:50 P. M. for West chester 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.

5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations. BALD EAGLE MAIL leaves Williams. u w port -Haven - 245 P. M.

MAIL TRAIN leaves Erie - - 8 50 A. M.
Williamsport - 9 25 P. M.
arrives at Philadelphia 6 20 A. M. ERIE EXPRESS leaves Erie - - 9 00 P Williamsport 8:15 A arrives at Philadelphia 5:30 P. ELMIRA MAIL leaves Williamsport 9 46 A.

arrives at Philadelphia 9 50 P.

BUFFALO EXP. leaves Williamsport 12 25 A.

Harrisburg 6 21 A.

BALD BACLE MAIL leaves L. Haven 11 36 A.

BALD BACLE MAIL leaves L. Haven 11 36 A. BALD BAGLE MAIL leaves L. Haven 11 36 A. M.

" arr. Williamsp't 12 50 P. M.

BALD EAGLE EX, leaves Lock Haven 9:35 P. M.

" arr. Williamsport 10:40 P. M.

Express Mail and Accommodation, east and west, copnect at Corry, and all west bound trains and had and Accommodation east at Irvincton with Oil Creek and Allegheny River Railroad.

WAY A. 20 JUNES. WM. A. BALDWIN, General Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-

On and after MONDAY, April 4, 1870, trains will run as follows:-LEAVE PHILADELPHIA, from depot of P., W. For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 230 P. M., 4 30 P. M., and 7 P. M. & B. R. R. Company, corner Broad street and Wash-

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4 20 P.
M. seaving Oxford at 6 05 A. M., and leaving Port Deposit at 9 25 A. M., connect at Chard's Ford Junction with WILMINGTON & READING R. R. 4 2

AUD FION SALES M. THOMAS & SOMS, NOS. 189 AND 18

Sale No. 1431 Sprace street.

SUPPRIOR FURNITURE, FRENCH-PLATE MAN.
TEL MIRRORS, HANDSOME BRUSSELS AND
OTHER CARPETS ETO
On Friday Morning.
June 17, at 10 o'clock, at No. 1431 Sprace street, by catalogue, the entire superior furniture, comprising suit walnut drawing room furniture, covered with line figured reps, made by G. Volmer; fine French-plate mantel mirrors, 4 suits fine lece curtains, walnut hall furniture, walnut and mahogany dining room furniture, walnut and mahogany chamber furniture, band-some carpets, etc.

6 15 2t

Sale by order of Commissioner of Highways. LUMBER AND STONE SLEEPERS, BROAD STREET. On Friday afternoon,
June 17, at 4 o'clook, at the corner of Broad and Raco
streets, will be sold, the Lumber and Stone Sleepers on
Broad street, from Market to Vine street. 8 15 2t Peremptory sale on the premises for account of whom it way concern.

VALUABLE COTTON MACHINERY,
at the northeast corner Twenty-fifth and Hamilto

Streets,

On Saturday Morning.

June 18, 1870, at 11 o'clock, at the northeast corner of Twenty-fifty and Hamilton streets, by catalogue, the valuable machinery, inclusing 2 sections of Danferth's cords with railway heads, 85 six inch roving cans, 285 fb wrought from boiler and pipe, 825 feet rubber hose and pipe, old cart, and 821 rocs. Terms cash before delivery. May be examined on the morning of sale at 8 o'clock.

EXAMINED ON THE MOTHING OF SAID AT SOCIOCK.

EXTENSIVE SALE OF SUPERIOR CABINET FURNITURE, MANUFACTURED BY A. BARLOW.

On Monday Morning,
June 20, at 10 o'clock, at the auction rooms, by cataloguo, an extensive assortment of superior furniture, inc uding walnut parlor suits, covered with plush and other fine material; elegant library and hall furaiture; superior dining room farniture; extension tables, sideboards, bookcases, clageres, centre and borquet tables, elegant chamber furniture, fancy chairs, etc.

The sale will comprise a large amount of first-class furniture, and will be held in our large salesroom, second story. story.

Persons about furnishing will find it to their advantage to attend the above sale.

Now arranged for examination.

6 15 4t

BUNTING, DURBOROW & CO., AUCTION-EERS, Nos. 255 and 254 MARKET Street, comer of Bank street. Successors to John B. Myers & Co. LARGE SALE OF CARPETINGS, 500 ROLLS
CANTON MATTINGS, ETC.
On Friday Morning,
June 17, at 11 o'clock, on four months' credit, about 200
pleces ingrain, Venetian, list, hemp, cottage, and rag
carpetings, Canton mattings, etc. 3 611 5t

LARGE SALE OF FRENCH ANDSOTHER EURO-PEAN DRY GOODS. On Monday Morning. June 20, at 10 o'clock, on four months' credit. 614 5t

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, STRAW GOODS, ETC. On Tuesday Morning, June 21, at 10 o'clock, on four months' credit. 6 15 5t MARTIN BROTHERS, AUCTIONERS, (Lately Salesmen for M. Thomas & Sons.)
No. 704 OHESNUT Street, rear outrance from Minos.

Bale at No. 1803 Green Street.

BANDSOME DOUBLE THREE-STORY BRIOK RE.
SIDENCE: FLEGANT CARVED WALNUT PARLOR, CHAMBER, AND DINING-ROOM FURNITURE: Fine Oil Paintings and Envarings; Fine
French-plate Mantel, Pier, and Convex Mirrors; Handsome Velvet Carpets, Lace Curtains, Silver Saie, Etc.

Etc.

On Morday morning.

June 20, at 10 o'clock, at No. 15:3 Green street, by catalogue, the elegant residence, and furniture of a family going to Europe, including handsome wainut drawing, room furniture, elegant console and centre t bles, handsome wainut and morocco dining room furniture, six fine French plate maniel, pier, and Couvres mirrors in elaborate wainut frames, oak library furniture, fine oil painting, "Fruit" by Carl Baum, finely-colored engravings, silver safe made by Evans & Watson, fine lace curtains, handsome velvet carpets, very fine spring an t hair mattresses. some velvet carpets, very fine spring an t hair mattresses, bed and table linen, fine china and glassware, kitchen furniture, etc. etc.

RLEGANT 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 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-live cents (\$207.45). 6 11 7t

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

Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR, LIBRARY AND CHAMBER FURNITURE: Oak and Walnut Dining-Room Furniture, Fine Brussels and Ingrain Carpets, 5 Rosewood Piano-fortes, 15 Fine Gilt Frame Mantel and Pier Glasses: Fine Oil Paintings and Engravings, Several Suits of Walnut and Painted Cottage Furniture, Hair and Spring Mattresses, Boisters and Pillows. ture, Hair and Spring Mattresses, Bolsters and Pillows, Decorated China Toilet Sets and Spittoons, Bronzo Clocks, Silver-plated Ware and Table Cutlery, Office Desks and Tables, etc.

On Friday Morning.

At 9 o'clock, at No. 1110 Chesnut street, will be so'd, a large ascortment of New Furniture from several of our best Cabinetinakers.

ENTIRE FURNITURE FROM A LARGE DWELL-ING.

At the same time will be sold, the entire Furniture of a large dwelling, the owner leaving the city.

At the KNTIKE FURNITURE, GARPETS, PAINT-INGS, MIRRORS, ETC., of two large dwellings, removed to the store.

Also, the entire elegant furniture, caroets, etc., of two large dwellings, removed to the store for convenience of sale, to be positively sold, the owner leaving the city.

CIL PAINTINGS -Also, about 25 oil paintings belong-ROSEWOOD PIANO-FORTES—At I o'clock will be dd five rosewood-case piano-fortes, in good order. FRENCH PLATE MANTEL AND PIER GLASSES-lso, at 1 o'clock will be sold 20 large and small second hend pier and mantel glesses.

CHAPEL ORGANS—At the same time a fine organ. CHAPEL ORGANS—At the same time a fine organ, suitable for Sunday-school or chapel.

REFRIGERATORS—One superior refrigerator, nearly new, large size, cost \$65. Also, several others.

ENGLISH DOUBLE BARREL FOWLING PIECE—At 2 o'clock will be sold a very fine imported double barrel guu, with double case and complete accountements, tools, etc., the property of an English gentleman; cost \$175.

A. MCCLELLAND, AUCTIONEER NO. 1219 CHESNUT STREET. Personal attention given to sales of Household Furn

ture at dwellings.
Public sales of Furniture at the Auction Rooms, Ro.
1219 CHESNUT Street, every Monday and Thursday.
For particulars see Public Ledger.
N. B.—A superior class of Furniture at private sale. BY BARRITT & CO., AUCTIONEERS
OASH AUCTION HOUSE, [II 24]
No. 256 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

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

L PPINCOTT, SON & CO., AUCTIONEERS TN LOUISVILLE, KY

W. GEORGE ANDERSON & CO. THOMAS ANDERSON & CO. AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY.

Business strictly Commission. All suction sales exclusively for cash.

Constitution of the control of rest for cash. Consignments solicited for auction or private sales. Regular guetion sales of boots, shoes, and hats every Thursday.

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

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, Vinciand, Swedesboro, and intermediate

11 45 A. M., Woodbury Accommodation.

8:15 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, Glassboro, Clayton, Swedesboro, and way stations.

Commutation tickets at reduced rates between
Philadelphia and all stations. Philadelphia and all stations. Cape May Season Tickets, good for four months

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 Wainut street. Freight delivery at No. 228 S. Delaware avenue. 8 16 WM. J. SEWELL, Superintendent. SOAP.

MAKE YOUR OWN SOAP

One pound of Crampton's Imperial Laundry Soap
will make twelve quarte of handsome SOFT SOAP.

ASK YOUR GROOER FOR IT AND TRY IT.

KOONS & RUOFF, AGENTS,

No. 22 N. DELAWARE Avenue. 63 lm

THOMAS SIMONS

(Successor to Henry Successor to A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS.

No. 21 NORTH WATER STREET, PHILADELPHIA ELUAR C. CATTELL ELUAR C. BLUAR CATTELL.