Incidentals.

—A New Orleans poet dedicates his verses to —In an action against an editor for libel an Illinois jury has awarded the plaintiff three

quarters of a cent.

—The oldest house in Richmond, Va., once the headquarters of Washington, was struck by lightning on Friday evening. -Somebody suggests that the descendants of the signers of Declaration of Independence should meet on the Fourth of July, 1876.

-A Boston Sunday School teacher (a lady, of has not been absent from her class a single Sunday during the past forty-six years.

—A high-minded Connecticut man took a noble way to vent his malice against a clergyman. Fe went into his garden and pulled up all his

There is a tide in the affairs of men which taken at its flood leads on to fortune. A Massachusetts man, who has for some months sold a patent medicine, has just in the nick of time turned undertaker.

-The Cincinnati Gazette reports that unless the Observatory in that city is speedily supplied with funds it must be abandoned, and the glass, one of the best in the country,

-The New Orleans Times asserts that some sad news received recently "dropped like a great stone into the well of a world's heart, and splashed the water into its eyes."

-Nearly fifty guests at the principal hotel in Los Angeles, Cal., were poisoned recently, and three employes in the hotel have been arrested on suspicion. The guests were all very sick, but fortunately no deaths occurred. -A Boston woman refused to permit her husband to go on a fishing excursion, "because he was very apt to be drowned when he went upon the water, and, moreover, did not know how to swim any more than a goose.

-A movement in Boston, in 1790, to erect a monument to the dead soldiers of the Revolution, was opposed by their surviving comrades, who contended that they should blot out as nearly as possible all the unpleasantness of the

war. _Mr. Joshua W. Ballou, an aged citizen of Sullivan, Ohio, while standing at the bedside of his sick wife a few days ago, fell suddenly to the floor and died. His wife, hearing him fall, raised herself up, though very weak, and seeing him lying dead, sank back and within an hour

-The Baltimore American suggests to the colored people of Maryland that, instead of sending complaints to Congress that they are not permitted equal rights with the whites on railroads and steamboats, they wait the remedy which time and the necessities of travel and business will inevitably bring.

—The Indianapolis Journal compliments the

colored people who have removed to that State perseverance and success with which they have applied themse'ves to learning, but tells them that they manifest a want of thrift and economy and too great a tendency to extra-

-A wedding in Bridgeport, Conn., was interrupted for a moment the other day by an apparently sane gentleman who stepped up to the bridegroom at the altar, tapped him on the shoulder, and said in an audible whisper:-"Before this little affair goes any further, I would like to know one thing-who will build

-The Chicago Times remarks that to recall the frequent injustice of the world's verdict, we have only to remember the severity with which Mr. Dickens was treated (in Chicago?) because of alleged heartlessness towards a lady living in that city, and the subsequent development which revealed his freedom from any blame or responsibility in the matter.

- Senator Revels has a brother living in Nashille, Tenn., who was educated by the American Colonization Society as a physician, the intention being that he should go to Liberia. The war broke out, and he did not leave the United States, but, with commendable spirit, he went to w. k and paid back every cent that had been expended by the society on his education.

- Lenator Brownlow has published a card in Tennessee explaining his action in relation to the School Fund of the State, and saying that although those who seek to make political capital by connecting his name with it may call witnesses to the stand from now till doomsday, they will, if they stick to the truth, in nowise connect him with the improper use of a single

-A Michigan man, who some time since separated from his wife after several years of married life, recently advertised under an assumed name for a wife, and as it happened the weman answered the advertisement. passed, and finally they met, with mutual sur-prise. But all ended happily, as they resolved to forget the past, and to try again, determined

to lorger the passes to be happy together.

—A Terre Haute paper states that a small boy in that neighborhood, who had seen a sleight-of-hand performer pass a crooked wire through his cheek undertook to imitate him with a piece of telegraph wire. He succeeded in getting the wire fast in his nose, and was compelled to apply to a surgeon to aid in re-moving it. The wire was extracted with some difficulty, and the young man returned home resolved to retire from the show business.

-The Indianapolis Journal publishes a card, which it says is the announcement of Hon. James Hughes, of Monroe county and Washington city, once a Democrat, lately a Republican, and now in a state of "betweenity," waiting for a third party to float along within his reach, that he will be an independent candidate for Congress in the Sixth district of Indiana. wanting no nomination, expecting no election,

and disclaiming all party support.

—The Detroit Tribune gives a long statement of the railroads now in process of construction in Michigan, and shows that very few of them can be built unless some plan is devised to overcome the the present effect of the decision of the Supreme Court of the State respecting municipal aid. Persons interested in the roads contend that the progress of the State has been seriously interrupted, and that it will be set back twenty years if these enterprises are defeated.

-The Baltimore American gives an account of some magnificent charities contemplated by John Hopkins, an esteemed citizen of Baltimore. A university, a hospital, free to all without respect to race or color, and an asylum for colored orphan children are the institutions that he intends to make the objects of his benevo-lence. The amount which Mr. Hopkins intends to expend in the building and endowment of these institutions will be several millions of dol-

-The Chicago Post, alluding to the manner in which the late proclamation by Governor Holden, of North Carolina, is treated by the Democratic press, expresses the belief that had one of these prints been published 6000 years ago on the banks of the Euphrates, it would have had a column concerning the first murder, headed:—"Great Outrage on Cain! His Crops Destroyed by Abel's Sheep!! Cain Defends Himself!!!"

Defends Himself!!!"

—The Vermont Constitutional Convention ad journed sine die on Tuesday, after a session of only six days. But they worked six days. It changed the sessions of the Legislature from annual to biennial, rejecting the article prohibiting special legislation, refused to give the Legislature power to fill vacancies in its own body, and refused to give the Governor power to appoint Supreme Court Judges, abolished the Council of Censors, and buried woman's suffrage so deep that if it ever springs to life again it is so deep that if it ever springs to life again it is more likely to sprout up in China than in the Green Mountain State.

—Some local improvement having been defeated at a recent election in Mobile, the Register complains of the place as a one-horse town, and says:—"Improvement, progress, and civilization have suffered another defeat at the hands of the do-nothings, who have for thirty years kept this city under the ban of selfishness and sloth. We have been waiting and working for it for a quarter of a century, and all that time fighting the incubus spirit that has weighed down its growth in population and commerce. We owe it a gradge for a wasted life, and for years of acceputed toll."

THE ORIGIN OF "HUBBAH!"-The discussion in some of the German papers in regard to the origin of the cry "Hurrah!" still con-tinues. The cry "Hurrah!" was proved by a German writer to have been received by the Germans from the peoples coming from the East at the time of the "Volkerwanderung." It was then "Harra!" subsequently changed in the wars with the Slaves, Huns, and Avars to "Wara!" A writer in the Vossian Zeitung, who has lived several years in India, gives still further explanation on the origin of these cries. He says: -"The word Harra! really Harri! was got by the old Germans in the first place from the people who wandered into Europe from Central Asia. The word Harra (Harri) is used to this day among the Hindoos of Eastern India as a designation for God, being one of the names for the god Vishnu. When the Hindoos have anything difficult to accomplish they cry Harri! Harri! This cry is frequently used by the Hindoo boatmen, when their boat bappens to get stuck on a sandbank in the Ganges; putting all their strength together. they call out Harri! Harri! exerting their utmost powers they bring it afloat. When the bostmen are towing the boat up the stream, and come to a strong current, where they wish to go quickly and securely over difficult and dangerous parts, the same cry is used. It is probable that the Hindoo soldiers use the cry Harri! in war. In short, the word Harri! is used by the Hindoo whenever he is conscious of his own weakness, and feels the necessity of divine help. The word Harri, therefore, which our forefathers got from the people emigrating to Europe from Asia, and from which the cry "hurrah" is derived, signifies "God help us!" and in the mouth of a Christain soldier has the beautiful signification: "God help us and stand by us, since we have a difficult mission to accomplish, to conquer the enemy, and are in great danger of our lives." The discussion has at least thrown some interesting light upon the origin of this cry, which is now used among us with a totally different significance.

DURING STATE OF LUCK OF

A SENATORIAL SKETCH, - "Shirley Dare" thus describes Senator Carpenter, as he appeared towards the close of a tedious night session recently held:-

No wonder the Senate grows fidgety by 10 o'clock, and Hon. Matt. Carpenter goes wandering between the smoking-room and his desk till one is disposed to send him a box of opium lozenges. Fifteen times in the course of one hour did that possessed statesman promenade the ten paces from his seat to the ante-room, rolling till for the life of me I can't belp thinking of a great turtle set upon its flippers with a Napoleonic air. Regularly as ke took in his chair, down went his body and up went his legs as smoothly as if by machinery, all at a single motion; it was quite a treat to see how easily he did it. His beloved cigar was always in his fingers, brought abstractedly from the ante-room, and fumbled and caressed as if it were his darling. You will say I inspected the Senator pretty well, and so I did, for he is simply the most interesting personage in the Senate, not excepting Mr. Sumner. He is never at rest, and his face is never without that inscrutable blending of seriousness, mischief, and dangerousness that are captivating to a student of human countenances. You say to yourself, looking at that face, here is a man who. whatever he set before himself in life, left no stone unturned to gain it; nothing in the world is half so dear to him as his own way, or will be, to the end of time. If cause and could get this man interested in it, I should be nearly certain it was won. There is something more than mere effort in the career of such a man. He floats along a stream of success kept smoothly for him. There is a grandeur in Wasson's idea of Fate -that men's destinies, good or bad, are shaped for them, and we can gain some clue to this by reading the scroll of success. You never saw an unlucky man with a figure and face like those of Carpenter. The breadth, the force and keenness there, the ponderous will, are the traits of fortunate men since our country had a history.

A SCIENTIFIC WOMAN'S TRIUMPH. -The Medical Gazette offered a prize last fall to medical students for the greatest number of accepted clinical reports. The award was finally made to "M. M. W.," the clearness and succinctness of whose articles were greatly admired. The surprise of the editor may be imagined when he ascertained that the successful competitor was Mrs. Melissa M. Webster, a graduate of the Women's Medical College of Pennsylvania. The Medical Gazette has been the adversary of the medical education of women, and the editor now takes oceasion to reiterate his belief in the rule "that but few women possess the laborious logical qualities of mind requisite for success in medical practice." But his objections have been individually refuted by a few who have shown that "it is at least possible for a modest, womanly woman to achieve a useful and honorable career in medicine. He hints accordingly that "submission to the inevitable is the part of wisdom, and that individual capacity must henceforth be our criterion."

DOWN IN AN OIL TANK-A NARROW ESCAPE. On Tuesday last an accident of a very dangerous nature occurred at one of the wells owned by Messrs. Marshall, Gooderich & Rosenburgh. The latter gentleman, in company with Mr. R. Craise, were standing on the top of one of the tanks, when suddenly the planking gave way and down they went into the tank, which was nearly filled with oil. Mr. Rosenburgh, en his way down, encountered the conductor pipe, which he seized and clung to for dear life, but Mr. Craise went plump down into the tank of oil, struck bottom, and then rose to the surface. On his return upwards he seized Mr. Rosenburgh by the leg, and by using great caution and exer-tion they both succeeded in regaining the top of the tank. Had it not been for the fortunate interposition of the conductor pipe without doubt both their lives would have been lost. As it was, beyond the scare, and the soaking of oil they got, neither gentleman sustained any injury.—Wyoming (Ontario) News Letter, 3d.

STYLE OF WRITING. -Style means such an arrangement of words as shall make the author's meaning rise up in the logical order of the ideas, and thus save the reader all needless toil; such a choice of phrases and balance of clause and structural grace of sentence as shall satisfy the sense of beauty; such a propriety, economy, and harmony of expression as shall tell the reader exactly what the writer means, tell it with a business-like brevity and artistic beauty. All these qualities characterize style of the highest order. Style is therefore an expedient to make reading easy, and to perpetuate the life of living thought. Of all the badly written books bequeathed by past generations none have lived but those of transcendent intellectual merit, or those to which a supreme historical value is lent by their pictures of venished days; whereas writing of the secondary intellectual rank may be kept green by

the vitality of its artistic workmanship.

RAILROAD LINES.

1870. FOR NEW YORK—THE CAMDEN ton Railroad Companies' lines from r'hiladelphia to New York and Way Places.

At 6:30 A. M., Accommodation, and 2 P. M., Ex-ress, via Camden and Amboy, and at 8 A. M., Express, via Camden and Amboy, and at 8 A. H., Ex-press Niail, and 3:30 P. M., Accommodation, via Camden and Jersev City. At 6 P. M., for Amboy and intermediate stations. At 6:30 A. M., 2 and 3:30 P. M. for Freehold. At 2 P. M. for Long Branch and points on New

At 8 and 10 A. M., 12 M., 2, 8:30, and 5 P. M. for At 6. 8, and 10 A. M. 12 M., 2, 8.30, 5, 6, 8, and 11 55 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco and Riverton.
At 6.30 and 10 A. M., 12 M., 3.30, 5, 6, 8, and 11.30 P. M. for Edgewater, Riverside, Riverton,

and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 8, 8, and 11:39 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 P. M. for Morrisville At 7-30 A. M., 2-30, and 5 F. M. for Morrisville and Tullytown.

At 7-30 and 10-45 A. M., 2-30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7-A. M., 12-30, 5-15, and 7-20 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10-45 A. M., 12-30, 2-30, 5-15, 6, and 7-30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford. PROM WEST PHILADELPHIA DEPOT, Via Connecting Hailroad.

At 7 and 0:30 A. M., 12:45, 6:46, and 12 P. M., New
York Express Lines, and at 11:30 P. M., Emigrant
Line, via Jersey City. At 7 and 9 86 A. M., 12 46, 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 At 7-30 A. M. for Niagara Falls, Buffalo, Dun-

At 7:30 A. M. fer Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oawego, 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.
At 5 P. M. from Kensington Depot, for Lambertville and intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTS FOWN RAIL-ROADS.

FROM MARKET 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 Pemterton.
At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown. Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystewn, Sharon, and Hightstown.
June 16, 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: and Washington avenue, as follows:—
Way Mail Train at \$30A 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 Harrington 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 Railroad.

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. nects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for
Baitimore and Washington, stopping at Chester,
Thurlow, Linweed, Claymont, Wilmington, Newport, Stanton, Newark, Eikten, North East,
Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's
and Stemmer's Run.

and Stemmer's Run.

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

man's, and Magnolia.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-00 A. M., 2-30, 5-00, ant 7-00 P. M. The 5-90 P. M. train connects with Delaware Mailroad for Harrington and intermediate stations. 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 Fniladelphia. 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

7.00 A. M. and 4.30 P. M. trains for Baltimore Cen-ral Railroad. ral Ratirosd.

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

Leaves Baitimore at 7-25 P. M., stopping at Mag-nolla, Perrynan's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. wood, 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. 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 ERIB RAILROAD. SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West

Philadelphia:-MAIL TRAIN leaves Philadelphia ERIE EXPRESS leaves Philadelphia 10:50 A.
Williamsport 8:15 P.
7:26 A. arrives at Erie ELMIRA MAIL leaves Philacelphia - 7:00 A Walliamsport 6.00 P. M " port - - 1.80 P. M. arrives at Lock

- 245 P. M. mayen -HASTWARD. MAIL TRAIN leaves Erie Willtamsport - arrives at Pulladelphia arrives at Philadelphia 6.20 A.

ERIE EXPRESS leaves Eric 900 P.

Williamsport 8.15 A.

arrives at Philadelphia 0.30 P.

ELMIRA MAIL leaves Williamsport 946 A.

arrives at Philadelphia 9.50 P.

BUFFALO EXP. leaves Williamsport 12.25 A.

Harrisburg 629 A.

arrives at Philadelphia 9.26 A.

BALD EAGLE MAIL leaves L. Haves 11.30 A.

"arr. Williamsport 12.50 P.

BALD EAGLE EX. leaves Lock Haven 9.25 P.

"arr. Williamsport 10.00 P. Express Mall and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,

General Superintendent. THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W.
& B. R. R. Company, corner Broad street and Wash For PORT DEPOSIT at 7 A. M. and 4'30 P. M. For OXFORD, at 7 A. M., 4'30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2'80 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 05 A. M., and leaving Port
Deposit at 9-25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4-2

RAILROAD LINES.

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

Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, 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 Phitadelphia at 9-25 P.M.

MORNING EXPRESS.

MORNING EXPRESS.

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

The 7'30 A. M., train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8'15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for William.cort, Lock Haven, Elmira, etc.; at for William.cort, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

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

Leaves Pottstown at 6.25 A. M., stopping at intermediate stations; arrives in rhiladelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M. REALING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 5 to A. M. and 4 20 P. M., and Reading at 7 30 A. M. and 6 25 P. M., stopping at all way stations; arrive in Philadelphia at 10 20 A. M. Returning. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at

Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2 50 P. M., and Pottsviile 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 passeeger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays exerciced.

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 6-10 P. M. PERKIOMEN RALLROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 4:00 P. M. trains from Philakelphia, returning from Schwenksville at 8-06 A. M., 12 45 noon, and 4-15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Schwenksville COLERROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7-30 A. M. and 4-00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7-00 and 11-00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 900 A. M. and 500 P. M.,
passing Reading at 1.45 and 10.05 P. M., and connecting at Harrisburg with Pennsylvania and
Northern Central Railroad Express trains for
Pittsburg, Chicago, Williamspert, Elmira, Baltimora etc. more, etc.
Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-36 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 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 4.50 P. M., returning from Tamaqua at 8.35 A. M., and 1.40 and 4.50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8.55 A. M. for Pinegrove and Harrisbury and at 12.05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 8.40 P. M., from Brookside at 3.45 P. M., and from Tremont at 6.25 A. M. and 6.05 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, Fhindelphia, or of G. A. Nicolis, General Superintendent, Reading.

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

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

firms.

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

OLEKGYMEN residing on the line of the road will be furnished with carus entitling themselves and wives to tickets at hall 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 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., at d for the principal stations only at 2 15 P. M.
FREIGHT TRAINS leave Philadelphia dally at 4.35 A. M., 12.30 noon, 6 and 7.15 P. M., for Reading, Lebenon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 226 S. FOUKTH 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-

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:—
FROM PHILADELPHIA.
646 A.M., for B. C. Junction, stops at all stations.
716 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
940 A. M. for West Chester stops at all stations.
11-50 A. M. for West Chester stops at all stations.
2-30 P. M. for West Chester stops at all stations.
4-15 P. M. for B. C. Junction stops at all stations.
4-15 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.
6-15 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.
6-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6-25 P. M. for West Chester stops at all stations.
11-30 P. M. for West Chester stops at all stations.
6-26 A. M. from Mest Chester stops at all stations.
6-27 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.
8-15 A. M. from B. C. Junction stops at all stations.

R. R.

8-15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
1-05 P. M. from B. C. Junction stops at all stations.
1-05 P. M. from West Chester stops at all stations,
4-55 P. M. from West Chester stops at all stations,
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, stopping at all stations.
ON SUNDAYS,
8-05 A. M. for West Chester stops at all stations, con-

8-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2-30 P. M. for West Chester stops at all stations.
4-30 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.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JUNE 12, 1876.
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 Depot.

Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

Mail Train 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

 Cincianati Express
 2:20 P
 Cincinnati Express . Krie Mail and Pittsburg Express . Erie Mail and Pittsburg Express . 10:30 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 leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40

Market street.
Sunday Train No. 1 leaves Philadelphia at 8-40
A. M.; arrives at Paoli at 9-40 A. M. Sunday
Train No. 2 leaves Philadelphia at 6-40 P. M.; ar-

rrain 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.

Parkesburg Train . 9-00 A. Fast Line and Buffalo Express . 9-35 A. ancaster Train Erie Express Lock Haven and Elmira Express Lock Haven and Elmira Express . 12 20 P. M.
Pacific Express . 12 20 P. M.
Harrisburg Accommodation . 9 40 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.

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

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

ORTH PENNSYLVANIA RAILROAD THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-EEN 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-

At 7.35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleve-

WAY for Buralo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

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

9 45 A. M. (Express) for Bethlehem. Earton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountairs, and N. J. Central and Morris and Essex Vallands.

11 A. M. (Accommodation) for Fort Washington. 115, 3 30, and 5 20 P. M., for Abington. 145 P. M. (Express) for Bethlehem, Easton, Alentown, Mauch Chunk, Mahanoy City, barre, Pittston, and Hazleton.

2 30 P. M. (Accommodation) for Doylestown.

At 3 20 P. M. (Bethlehem Accommodation)

Bethlehem, Easton, Allentown, Coplay, Bethlehem, E Mauch Chunk.

1auch 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

Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and
8 25 P. M. Doylestown at 8:25 A. M., 4:40 and 7:05 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and

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.
Ind 7.00 P. M. Loylestown 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 RAILROAD. TIME TABLE. TIME TABLE.
On and after MONDAY, June 6, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9-06, 10, 11, 12 A. M., 1, 2, 3%, 8%, 4, 4%, 6-06, 5%, 6, 6%, 7, 8, 9, 10-06, 11, 12 P. M.

12 P. M.
1. cave Germantown 6, 6.55, 7½, 8, 8.20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 5½, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and 3½ and 5½ up trains, will not stop on the Germantown Branch. ON SUNDAYS Leave Philadelphia at 9% A. M., 2, 4.06, 1, and

10% P. M. Leave Germantown at 8% A. M., 1, 8, 6, and 9% CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 8%, 6%, 7, 9, and 11 P. M. Leave Cherkut 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 9'4 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7'50 A. M., 12'40, 5'40, and 0'25 P. M. Passengers taking the 6.55, 9 A. M., and 614 P. M. trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOCKEN AND NORRISTOWN.

Station.

FOR CONSHOHOOKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 95 A. M., 1%,
3, 4%, 4, 6%, 6%, 8 96, 10, and 11% P. M.
Leave Norristown 6%, 6 25, 7, 7%, 8 50, and 11 A.

M., 1%, 3, 4%, 6%, 8, and 9% P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
3, 4%, 5, 5%, 6%, 8%, 10, and 11% P. M.
1 cave Manayunk 6, 6 56, 7%, 8 16, 9 20, and 11%
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.
PLY MOUTH RAILROAD.
Leave Philadelphia 5 P. M.
Leave Physical Philadelphia will stop at Mogee's, Potts Landing, Domino, or Schur's
Lane. The 5 P. M. train from Philadelphia will stop only at School Lane. Wissinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 9 05 A. M. and 6% P. M.
trainsfrom Nipth and Green streets will make close copnections with the trains for New York at Intersection Station.

The 9% A. M. and 5 P. M. trains from New York

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

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

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on PORT DEPOSIT at 925 A. M. and 425 F. M., on arrival of trains from Baltimore.

OXFORD at 645 A. M., 1035 A. M., and 530 P. M., CHADD'S FORD at 736 A. M., 1200 M., 130 P. M.,

445 P. M., and 649 P. M.

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

HENRY WOOD. HENRY WOOD,

AUDITION SALES, M. THOMAS & SONS, NOS. 189 AND LA

Superior Household Furniture, Mantel And Pirr Mirrors, Firr-Proof Safe, Book-Casrs, Wardrogers, Bedding, Refrigera Tors, Fine Carpers, Matting, 2 To. 25 Continent of superior household furniture, etc.

Also, I barrel printers' ink.

Superior Rooms.

6 21 2t

BUNTING, DURBOROW & CO., AUCTIOM-RERB, Nos. 252 and 234 MARKET Street, corner at Bank street. Successors to John B. Myors & Co.

LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS.
On Thursday Morning,
June 23, at 10 o'clock, on four months' credit. 6 I7 5¢ CLOSING SALE OF THE SEASON OF CARPET-INGS, 500 ROLLS WHITE, RED CHECK, AND FANCY CANTON MATTINGS, ETC. On Friday Morning, June 24, at 11 o'clock, on four months' credit. 6185c

Large Sale at the Auction Rooms, No. 704 Chasant street. SUFERIOR HOUSEHOLD FURNITURE AND OTHER GOODS.

From families declining housekeeping or removing.

Un Wednesday Morang.

June 22, at 10 o'clock, at the auction rooms, No. 704 Chesant street, by catalogue, a very large and excellent assortment of superior Household Furniture of every quality and description, mostly secondhand, from families declining housekeeping and removing.

E. Special attention is invited to the following valuable articles, to be sold on Wednesday—
LARGE AND ELEGANT FRENCH PLATE MIRBORS IN HANDSOME FRAMES.

Splendid mantel glasses, 76 and 56 inches.

Klegant pier mirror, 122 by 34 inches, with cornices and console table.

onsole table. Elegant pier mirror, 122 by 24 inches, with cornices and ensole table. Handsome pier mirror, 120 by 24 inches, with console Two very fine pier mirrors, 120 by 30 inches.

and other smaller mirrors.

The above mirrors are all first quality, and equal to new.

SUPERIOR FIREPROOF SAFES.

Fireproof safes made by Favrel & Herring, Evans & Watson, Lillie and Eiseman & Evans.

STOCK BOOTS AND SHOPS, ETC.,

By order of the Sheriff.

A stock of boots and shoes, counters, fixtures, etc.
SUPERIOR TOP BUGGY.
Superior top-bugry; sets harness double and single 6 18 3t
STOCK OF BLANKWORK, STATIONERY, PAPERS, ENVELOPES, PENGLES, ETC.
On Wednesday,
At the auction rooms, a stock of stationery, blankwork, writing papers, note paper, Manila shoe paper, suveiopes, pens, quills, etc.

6 20 2t

LARGE PEREMPTORY SALE OF FINE PLATED

To Close the business of an Eastern Manufactory.

On Friday Morning.

June 24, at the auction rooms, No. 704 Chestnut st., by catalogue, will be sold, without reserve or limitation, an extensive stock of fine-quality plated ware, including every variety.

every variety.

The goods may be examined, with catalogues, on Thurs6 20 4t LARGE SALE OF FRENCH AND OTHER EURG-PEAN DRY GOODS. On Monday Morning. June 27, at 10 o'clock, on four months' credit. 621 5t

A. McCLELLAND, AUCTIONERS No. 1919 CHESNUT STREET.

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

Public sales of Furniture at the Auction Rooms, No. 1219 OH ESNUT Street, every Monday and Thursday.

For particulars see Public Ledger.

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

ELEGANT IMPORTED FRENCH AND SWISS FUR-NITURE, very finely carved French Oak Sideboard, Amoire and Etagere, Cabinet and Bookcase, elegant carved Walnut Card Receivers and Stands, Flower Stands, Hanging Baskets, Bouquet Holders, Cut Glass Berry Dishes, with fine Walnut Stands, Reception and Smoking Obairs, Hall and Arm Chairs, Wall Brackets, Riegant Clock, Handsome Library Tables, Etc. Etc. The above furniture is richly carved in antiquef gures of birds, fish, flowers, and sporting emblems and is well worthy the inspection of connoisseurs and lovers of an-tique furniture. At 11 o'clock will be sold, by catalogue, the above clegant variety of imported French and Swiss importa-

HANDSOME HOUSEHOLD FURNITURE, MIRRORS, Carpets, Parlor, Chamber, and Dining-room
Suits, Lounges, Extension Tables, Dining-room Chairs,
Centre and Bouquot Tables, Hat and Umbrella Stands,
Chairs, Racks, Etc.

At 10 o'clock, Ital the auction rooms, No. 1219 Cheanut
street, by catalogue, a very superior, assertment, of Chair

street, by catalogue, a very superior assortment of Cabi net furniture and upholstery. Sale positive to close advances by July 1. 6 2I 2t

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE, [II 24]
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. REGULAR SALE BOOTS, SHOES, BROGANS, HATS, CAPS, STRAW GOODS, ARTIFICIAL FLOWERS, ETC., ETC.

ATO., KTC.

On Thursday Morning,

June 23, at 11 o'clock; also, on account of manufacturers,
100 cartors Misses', Children's, and Infants' city made
shoes for the best retail trade.

6 21 2t

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
OHENNUT Street, rear entrance No. 1107 Sansom street. SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

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

LIPPINCOTT, SON & CO., AUCTIONEERS

N LOUISVILLE, KY W. GEORGE ANDERSON & OO.

THOMAS ANDERSON & OO. (Established 1236).

AUCTIONEERS AND COMMISSION MERCHANTS.
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclusively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and bata every
Thursday. Thursday, Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [31s om

WATCHES, JEWELRY, ETO. WILLIAM B. WARNE &

Wholesale Dealers in WATCHES AND JEWELRY.

B. E. corner SEVENTH and CHESNUT Streets (1927) Second floor, and late of No. 56 S. THIRD St. CLOCK8 8

TOWER OLOCKS. MARBLE CLOCKS. BRONZE GLOCKS. VIENNA REGULATORS.

AMERICAN LOCKS G. W. RUSSELL, No. 22 NORTH SIXTH STREET.

GENT.'S FURNISHING GOODS. DATENT SHOULDER-SEAM

BHIRT MANUFACTORY, AND GENTLEMEN'S FURNISHING STORE PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS

WINCHESTER & CO., No. 706 CHESNUT Street

RAILROAD LINES. WEST JERSEY BAILROADS. 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, Swedesbore, and intermediate

stations.

11 45 A. M., Woodbury Accommodation.

3 15 P. M., Mail for Cape May, Milliville, 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.

Can May Seeson Tickets, seed for four months. Philadelphia and all stations.
Cape May Sesson Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100.
Freight Train leaves thanden 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.

8 16 WM. J. SEWELL, Superintendent.

TOHN FARNUM & CO., COMMISSION MER-