# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, JUNE 23, 1870.

RAILROAD LINES.

MORNING EXPRESS. At \$15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falls, Buf-falo, Wilkesbarre, Pittston, York, Carlisle, Cham-barburg, Harristow, at

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.

READING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 5-40 A. M. and 4-20 P. M., and Reading at 7 30 A. M. and 6-35 P. M., stopping at all way stations; arrive in Philadelphia at 10-20 A. M. and 9-25 P. M.

connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays ex-

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

CHESTER VALLEY RAILROAD.

bersburg, Pinegrove, etc.

cepted.

4.25 P. M.

more, etc.

legeville and Schwenksville.

# THE JULY MAGAZINES.

"HARPER'S."

Harper's Magazine for July has the following articles:-""The Vaudois," Eageue Lawrence, with eleven illustrations: "The Ocean Steamer," Jacob Abbott, with eleven illustratrations; "Through the Wheat," Florence Percy; "Frederick the Great-VIII, The Conquest of Silesia Achieved," with five illustrations; "Me and My Son," Mrs. R. H. Stoddard; "About Walking-sticks and Fans," N. S. Dodge; "Jane Austen," with four illustrations; "A Dream of the Fairies," S. S. Conant; "The Old Love Again," Annie Thomas, with two illustrations; "The Running Turf in America" (second paper), Hamilton Busbey; "Professor Heron's Mistake," Mary N. Prescott; "Recollections of William Makepeace Thackeray," George Hodder: "Did She Dream It?" Jastin McCarthy; "Anteros," by the author of "Guy Livingstone," etc.; "Flirtation with the Modern Conveniences," Mrs. Louise E. Furniss; "The Happy Valley," Constance F. Woolson; "A Flower Piece," Harriet Prescott Spofford; "Rupert's Land and Its People," Randolph B. Marcy, U. S. A.; "James Fenimore Cooper," Thomas C. Latto: "Editor's Easy Chair;" "Editor's Literary Record;" "Editor's Scientific Record;' "Editor's Historical Record;" "Editor's Drawer.

From the paper on "The Vaudois," by Eugene Lawrence, we take the following description of the Vaudois valleys;-

The territory of the Vaudois embraces scarcely sixteen square miles. The three valleys can never have contained a population of more than twenty thousand. In every age the manners of the people have been the same. They are tall, graceful, vigorous; a mountain race, accustomed to labor or to hunt the chamois in his native crags. The women are fair and spotless; their rude but plaintive hymns are often heard resounding from the chesnut groves; their native refinement softens the apparent harshness of their frugal lives. Over the whole population of the Vaudois valleys has ever rested the charm of a spotless purity. Their fair and tranquil countenances speak only frankness and simplicity; their lives are passed in deeds of charity, in honest labors, and in unvarying self-respect. The vices and the follies, the luxury and the crime that have swept over Europe never invaded the happy valleys, unless carried thither by the papal troops. No pride, no avarice, no fierce resentment disturbs the peaceful Vaudois; no profanity, no crime is heard of in this singular community. To wait upon the sick, to aid the stranger, are eagerly contended for as a privilege; compassion, even for their enemies. is the crowning excellence of the generous race. When their persecutor, Victor Amadeus II, was driven from Turin by the French, he took refuge in the valleys he had desolated, in the cottage of a Vaudois peasant. Here he lived in perfect security. The peasant might have filled his house with gold by betraying his guest; he refused; the duke escaped, and rewarded his preserver with characteristic parsimony. In the French wars of the last century, when Suwarrow was victorious among the Alps, three hundred wounded Frenchmen took shelter in the village of Bobbio. The Vaudois cared for their forner persecutors as long as their scanty mean allowed, and then, taking the wounded soldiers on their shoulders, carried them over the steep Alpine passes and breught them safely to their native France. We may accept, for we cannot refute, the narrative of their early history given by the Vaudois themselves. Soon after the dawn of Christianity, they assert, their ancestors em-braced the faith of St. Paul, and practised the simple rites and usages described by Justin or Tertullian. The Scriptures became their only guide; the same belief, the same sacra ments they maintain to-day, they held in the age of Constantine and Sylvester. They relate that, as the Romish Church grew in power and pride, their ancestors repelled its assumptions and refused to submit to its authority; that when, in the ninth century, the use of images was enforced by superstitious popes, they, at least, never consented to become idolaters; that they never worshipped the Virgin, nor bowed at an idolatrous mass. When in the eleventh century Rome asserted its supremacy over kings and princes, the Vaudois were its bitterest foes. The three valleys formed the theological school of Europe. The Vaudois missionaries travelled into Hungary and Bohemia, France, England, even Scotland, and aroused the people to a sense of the fearful corruption of the Church. They pointed to Rome as the Antichrist, the centre of every abomination. They taught, in the place of the Romish innovations, the pure faith of the Apostolic age. Lollard, who led the way to the reforms of Wycliffe, was a preacher from the valleys; the Albigenses of Provence, in the twelfth century, were the fruits of the Vau-dois missions; Germany and Bohemia were reformed by the teachers of Piedmont; Huss and Jerome did little more than proclaim the Vaudois faith; and Luther and Calvin were only the necessary offspring of the Apostolic churches of the Alps.

if she did so, the performance would be all the greater. Co-lonel M'Daniel's filly cooled out well, and when called for the second heat she was in superb condition. She got a good start, and ran so gamely that she could not be headed. To the great surprise of Mr. Botts she won the heat. He watched the finish in blank amazement: his confidence in his mare was shaken, and he ordered that the extra weight be taken off. Colonel M'Daniels and Mr. Botts, when the horses were being saddled for the third heat, met on the quarter stretch, when the former said, in a jeering tone:-"Mr. Botts, you have heard the story of the hawk and the blue jay?" "No; tell it to me, won't you?" "Briefly, then, the hawk set upon the blue jay, and pursued the frightened bird with great swiftness. When almost within clutch of the deadly talons, the blue jay darted into a brush-heap, where the hawk could not follow. The bird, so badly frightened a moment before, now turned, in its safe retreat, upon the disappointed hawk with its mocking cry of c-ter-gl-a, c-ter-gl-a. The application is easy, Mr. Botts. You are too late in taking the extra weight off your mare." The manper in which this was said, and the circumstances which gave rise to the speech, so exasperated Mr. Botts that he quarrelled with his old friend. Colonel M'Daniels won the race; and after what had passed, Mr. Botts refused to be reconciled to him. Years passed, and the estrangement grew wider. The war swept over Virginia, and there was an end to turf sports. The outspoken Unionism of Mr. Botts was not pleasing to the Confederate Government. In 1861 he was arrested, and, for a short time confined as a political prisoner in Castle Godwin, Richmond. This prison was the property of Colonel M'Daniels, and at his door the two

of the owner. He felt confident that

she could win and pack the extra weight; and

old turfmen met, after an estrangement of years, a tear in each eye, and a clasp of hands that plainly said, "Forgive and forget;" and they remained firm friends until the one had crossed the far, flowery banks of the silent river, to be soon followed by the other.

Mr. Randolph B. Marey, in his description of "Rupert's Land and its People," has the following upon the British occupation of the territory:-

When the Hudson Bay Company's factors entered Rupert's Land, they found it peopled with numerous tribes of vigorous, manly natives, who were strangers to the effects of alcoholic drinks, and, in the primitive simplicity of their untutored natures, were prosperous and happy. But the advent of the Englishman upon their domain inaugurated a new era in their history. They were speedily inducted into the diabolical mysteries of the intoxicating cup; and these credulous children of the forest, with the instinctive proclivity of their race, eagerly imbibed the seductive fire-water, and soon became slaves to its permicious influences; and, from that day to this, spirituous liquor has constituted one of the chief articles of their traffic. To such an alarming extent have the Indians become addicted to the use of this poisonous stimulant, and it has wrought so rapid a diminution in their numbers that now there are but a few miserable remnants left of what were once powerful tribes. They have degenerated into the very decrepitude of barbarism. All this has been brought about with the knowledge and sanction of the very people who now have the audacity to charge us with crueity and injustice to the red man. Bah! Such barefaced hypocrisy only serves to delude those who are ignorant of the history of English civilization-or, more properly speaking, English annihilation -in India, in China, and in British North America. The British authorities, in opposing immi-gration into the territory of the Hudson Bay Company, have been actuated by a different motive from that of any special regard they entertain for the welfare of the aboriginal race; and that motive is nothing more or less than the perpetuation of the trade of a powerful monopoly, which thereby has been enabled to barter its wares for a few paltry beaver and musk-rat skins; while we on the other side of the boundary line, in the brief period of five years, have not only populated several adjacent new territories, but have spanned the continent with one railroad, and have several others in rapid progress toward completion. That the ponderous optics of our lethargic cousin, John Bull, are at last beginning slowly to open upon the importance of this subject the following quotation from a sensible pamphlet, published at London, in 1866, by Thomas Rawlins, F. R. G. S., author of "America from the Atlantic to the Pacific," most pointedly indicates. He says : "To the directors and stockholders of the Hudson Bay Company we would say : The emigrant is even now thundering at your doors; he demands a passage ; he asks by what right you exclude him. Why have you not borrowed a lesson from the progress of the country adjoining? Are you blind to your own interest? for, if you continue to pursue your present policy, you assuredly will be. Brother Jonathan possesses a capacious maw. He is snuffing the savory morsel of the Fertile Belt ; but once let him get a few Squatters' Rights, and there will soon be no necessity for any action on the part of the Board of Directors. Their power will have slipped from their grasp, and the road to the Pacific be shut out to them forever. We must not. we can not, permit such suicidal lethargy to continue. We are all interested that unless something is done soon, the connection between the Atlantic and Pacific coasts in English interests is irretrievably severed, and the supremacy of British power in North America will be greatly endangered." The somewhat equivocal compliment paid us in the gastronomic figure above quoted is eminently characteristic of the nationality of the writer, and exhibits the true measure of John Bull courtesy and amenity; yet it con-tains an admission regarding the relative enterprise of the two nations which I should hardly have expected from an Englishman. It must be conceded that the gloomy picture of the future which he so earnestly exhibits to the serious contemplation of his countrymen seems almost prophetic; and, indeed, we may truly say that it has already been partially verified.

#### RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN on Railroad Companies' lines from Philadelphia to New York and Way Places.

READING RAILROAD-GREAT TRUNK LINE from Philadelphia to the interior of Penn-sylvanis, the Schuvikul, Susquehanna, Cumber-iand, and Wyoming Valleys, the North, North-west, and the Capadas. At 6:30 A. M., Accommodation, and 2 P. M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press Mail, and 3:30 P. M., Accommodation, via Uanden and Jersey City. SPRING ARRANGEMENT Of Passenger Trains, May 16, 1870. Leaving the Company's Depot at Thirteenth and Cailowhill streets, Fhiladelphia, at the following

Camden and Jersey City. At 6 P. M., for Amboy and intermediate stations. At 6 30 A. M., 2 and 3 30 P. M. for Freehold. At 2 P. M. for Long Branch and points on New Jersey Southern Railroad. At 8 and 10 A. M., 12 M., 2, 3 30, and 5 P. M. for hours:-

Tre: 'on.

Trerton. At C. S. and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11 50 P. M. for Bordentown, Florence, Bur-lington, 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 Palmyrä. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fich Hours.

for Fish House. The 11-80 P. M. line leaves from Market Street

The original set of the set of th Ferry (upper side). BEOM KENSINGTON DEPOT. 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 for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham

and Bristol

Bristol At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7:80 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.

Holmesburg Junction.
At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford Laboratory, Wissinoming, Bridesburg, and Leaves Pottstown at 625 A. M., stopping at in-termediate stations; arrives in rhiladelphis at 840 A. M. Returning, leaves Philadelphis at 440 P. M.; arrives in Pottstown at 615 P. M. Frankford.

FROM WEST PHILADELPHIA DEPOT.

Via Connecting Ealiroad. 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

Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornweils, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 645 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 12 M. (noon), 646 P. M., and 19 night.

and 12 night. BELVIDERE DELAWARE RAILROAD LINES

FROM KENSINGTON DEPOT. At 7'80 A. M. for Niagara Falls, Buffalo, Dun-At 730 A. M. 167 Mingara Falls, Bullaio, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Moatrose, Wilkesbarre, Schooley's Mountain, etc. At 730 A. M. and 3'30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3'30 P. M Line connects direct with the train leaving Easton for Mount Clumpt Allontown Bathlohem etc.

Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. from Kensington Depot, for Lambert-ville and intermediate stations. CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-BOADS

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10 A. M., 1, 2 15, 3 30, 5, and 6 39 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., 215 and 6'30 P. M. for Lumberton and

Medford At 7 and 10 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemterton. 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-laystown, Sharon, and Hightstown. June 16, 1870. WM. H. GATZMER, Agent.

PHILA SELPHIA, WILMINGTON, AND BAL-TIMORE 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 Har-rington with Junctien and Breakwater Railroad, at Seaford with Dorchester and Delaware Railat Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for

Baitimore and Washington, stopping at Chester.

### 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 Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the Deput

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

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Il Train	
H Accommodation . 12.50 and 7.10 P. M.	
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kesburg Train 5.30 P. M.	
cinnati Express 8.00 P. M.	
e Mail and Pittsburg Express 10.30 P. M.	
y Passenger 11.30 P. M.	
rie Mail leaves daily, except Sunday, running	11
Saturday night to Williamsport only. On Sun-	
night passengers will leave Philadelphia at 8	
ock. Pittsburg Express, leaving on Saturday	
ht, runs only to Harrisburg,	
incinnati Express leaves daily. All other trains	1
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he Western Accommodation Train runs daily,	
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Sunday Train No. 1 leaves Philadelphia at 8-49 A. M.; arrives at Paoli at 9-40 A. M. Sunday Train No. 2 leaves Philadelphia at 6-40 P. M.; arrives at Paoli at 7.40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

	M. and 9 25 P. M. Returning, leaves Philadelphia at 5 15 P. M.; ar- rives in Reading at 7 55 P. M., and at Pottsville at	arrives at Philadelphia at 8'10 A. M. Sunday Train No. 2 leaves Paoli at 4'50 P. M.; arrives at Philadelphia at 6'10 P. M. TRAINS ABRIVE AT DEPOT.
	940 P. M. Morning Express trains for Philadelphia leave Harrisburg at 810 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 250 P. M., and Pottsville at 250 P. M., arriving at Philadelphia at 7400 P. M. Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connect- ing at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 925 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 1230 hoon, for Reading and all way stations; leaves Pottsville at 540 A. M.,	Cincinnati Express
÷	connection at Double o with accommodation tools	FRANCIS FUNK, Ticket Agent.

For further information apply to JOHN F. VANLEER, Jr., Ticket Agent. No. 601 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner. unless taken by special contract. owner, unless taken by special contract. A. J. GASSATT, 4 29 General Superintendent, Altoona, Pa.

N ORTH PENNSYLVANIA RAILROAD-N 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.

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

ton. At7:36 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-land, Ohicago, 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, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountair, and N. J. Central and Morris and Essex Railroads. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 536 A. M. and 8500 A. M., passing Reading at 723 A. M. and 1040 A. M., arriving at New York 1205 noon and 315 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change. A Mail train for New York leaves Harrisburg at 810 A. M. and 250 P. M. Mail train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Railroads.

11 A. M. (Accommodation) for Fort Washington. 1'16, 3 30, and 5'20 P. M., for Abington. 1'46 P. M. (Express) for Bothlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Hazleton.

M. THOMAS & BONS, NOS. 159 AND 15 S. FOUETH STREET.

AUD MION SALES.

Sale No. 1630 Green street. ELFGANT ROSEWOOD, WALNUT, AND OAK FURNITURE, Handsome Brussels and other Carpets, Lace Curtains, Chima and Glassware, Etc. On Friday Moraing. June 24, at 10 o'clock, by catalogue, at No. 1630 Green street, below Seventeenth street, the entire homschold furniture, comprising elegant rosewood parlor suit, covered with green plush; elegant rosewood parlor suit, handsome walnut wardrobe, handsome oak buffet, supe-nor walnut and cottage chamber furniture, face curtains, handsome Brussels and other curpets, china and glass-ware, superior refrigerator, kitchen utansils, etc. etc. May be examined on morning of sale at 8 o'clock. 6 2020

BUNTING, DURBOROW & CO., AUCTION EERS, Nos. 252 and 234 MARKET Strat. corner of Eark street. Successors to John B. Myers & Go.

CLOSING SALE OF THE SEASON OF CARPET-INGS, 500 ROLLS WHITE, RED OHROK, AND FANCY CANTON MATTINGS, ETC. On Friday Morning, June 24, at 11 o'clock, on four months' credit. 6185t

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, June 27, at 10 o'clock, on four months' credit, 6 21 54

OLOSING SALE OF 2000 CASES BOOTS, SHOES, BROGANS, STRAW GOODS, ETC. On Tuesday Morning, June 28, at 10 o'clock, on four months' credit. 6 22 56

MARTIN BROTHERS, AUCTIONEEES,-(Lately Salesmen for M. Thomas & Sona.) No. 704 OHESNUT Street, rear entrance from Mingr.

LARGE PEREMPTORY SALE OF FINE PLATED WARE. To Close the business of an Eastern Manufactory. On Friday Morning. June 24, at the sustion rooms, No. 704 Chestnut st., by catalogue, will be sold, without servery or limitation, an extensive stock of fine-quality plated ware, including every variety. The goods may be examined, with catalogues, on Thurs-day. y variety. ne goods may be examined, with catalogues, on Thurs 6 20 44

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

CHESNUT Street, rear entrance No. Hoy Sansom street. Sale at No. 1110 Chesnut street. HANDSOMR WALNUT PARLOR, CHAMBER, LI-BRARY, AND BINING ROOM FURNITURE, Rosewood Piano-Forte, rich Velvet. Brussels, and In-grain Carpets, Mantel and Pier Glasses, forty Fine Oil Psintings, Ohromos and Engravings, Silver-Plated Ware, Ivory-Handle Table Ontlery, Decorated China Tollet Sets and Spittcons, Minerals, Second hand Fur-niture, Stoves, China, Etc. On Friday Morning. June 24, at 9 o'clock, at No. 1110 Chessut street, will be sold a large assortiment of well-made furniture, compris-ing parler and library suits, covered with fine plush, reps, and hair cloth : walnut chamber suits in great vari-ety, with wardrobes to match: walnut and painted cot-tage suits; fine spring, hair, and husk maitresses; exten-sion dining tables; chairs of all kinds. SECOND HAND FURNITURE AND CARPETS.— Prom families declining housekaeping etc.

From families declining housekeeping etc. OIL PAINTINGS - Also, forty fine oil paintings, large nd small, to be sold about 1 o'clock. COTTAGE FURNITURE - Also, ten suits of painted

nd walnut cottage furnituro. FRENOH-PLATE MIRRORS.-Also, ten mantel and

LEATHER AND SARATOGA TRUNKS,-Also.

KALL PAPER.—Also, an invoice of rare minerals. WINERALS.—Also, an invoice of rare minerals. WALL PAPER.—Also, four hundred pieces wall wall.

#### paper. A. MCCLELLAND, AUCTIONEES

No. 1219 OHESNUT STREET.

Personal attention given to sales of Household Furn Perconsistention given to sales of Honsehold Furn ture at dwellings. Public sales of Furniture at the Auction Rooms, No, 1219 OHL'SNUT Street, every Monday and Thursday. For particulars see Public Ledger. [1 18 N. B.-A superior class of Furniture at private sals.

BY BARRITT & CO., AUCTIONEERS OASH AUCTION HOUSE, [1] SI NO. 230 MARKET Street, corner of Bank street. Oash advanced on consignments without extra charge.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESBOOMS. E. SCOTT, Jr., Auctioneer, No. 1117 CH KSNUT Street, (Girard Row).

LIPPINCOTT, SON & CO., AUCTIONEER

IN LOUISVILLE, KY W. GEORGE ANDERSON. H.C. STUCKY. THOMAS ANDERSON & CO.

(Established 1836). AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY. Business strictly Commission. All suction sales exclu-

Business scrictly Commission. All subtrate sales and Consignments solicited for anotion or private sales. Regular anotion sales of boots, shoes, and hats every Thursday. Regular anotion sales of dry 'goods, clothing, carpete

notions, etc., every Wednesday and Thursday. [3 19 da

LUMBER

SPRUCE JOIST, SPRUCE JOIST, HEMLOCK, HEMLOCK.

0 SEASONED CLEAR FINE. SEASONED CLEAR FINE. CHOICE PATTERN FINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.

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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 Down-ingtown at 6:20 A. M., 12:45, and 6:10 P. M. PERKIOMEN RAILROAD. 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-legeville and Schwenksville. COLEBROOKDALE RAILROAD.

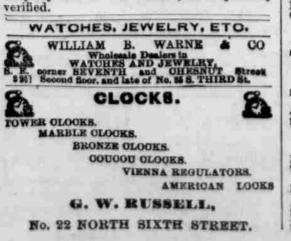
At Beth

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-

From Hamilton Busbey's paper on "The Running Turf in America," we quote the following reference to the late John Minor Botts:-

Hon John Minor Botts was one of the most distinguished of Virginia turfmen and breeders. He gave much study to the horse, bred on a large scale, and forgot questions of state to participate in the excitements of the racecourse. Though courteous, he was positive in speech, and did not like to be contradicted or corrected. He was wrapped up in the horses bred by himself, fondly believing they had no superiors. Colonel McDaniels, also a prominent Virginia turfman, was a warm personal friend of Mr. Botts. But the friendship existing between them did not prevent them from saying sharp things to each other when their blood was afire. A number of years ago, Mr. Botts had a young mare entered in a valuable stake at Petersburg. The mare had distinguished herself in her maiden performance, and she was a great favorite over all others in the race. Colonel M'Daniels had a filly, comparatively unknown, engaged in the sume stake. Mr. Botts was so confident of achieving victory that, when his mare was led on the tory that, when mis mare was led on the course, just before the start for the first heat, he boastingly exclaimed, "There is a racer for you! . It is a pity that there is nothing here to run against her to-day. Why, I would back her to the extent of \$60,000 against anything on the ground." Some of his friends cautioned him to be more prudent in more than the would not listen to them speech, but he would not listen to them. Colonel M'Daniels bit his lips, but said nothing. The word for the start was given. and Mr. Botts' entry won the first heat, carrying nine pounds overweight, not as a penalty, but simply to gratify the vanity



Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stenmer's Run. Night Express at 11'30 P. M. (Dally), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress Menroe and Norfolk will

Passengers for Fortress Menroe and Norfolk will take the 1145 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia

and Wilmington.

Leave Philadelphia at 11.60 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate stations. Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00.

and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted.

Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the 700 A. M. and 430 P. M. trains for Baltimore Cenrsl Railroad. From Baltimore to Philadelphia.-Leave Balti-

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail; 9 00 A. M., Express;
2:35 P. M., Express; 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and Intermediate stations at 8 00 A. M.; returning, let West Grove at 3:65 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

DHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains on the Philadeiphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:-

MAIL TRAIN leaves Philadelphia • 10 20 P. M.

1	arrives at 1	crie 7.40 P. M
1	ERIE EXPRESS leaves P	iladelphia 10.50 A. M
	" " W	IlHamsport . 8.15 P. M
1		
1	ELMIRA MAIL leaves P	tilacelphia - 7'50 A. M
1	W	illiamsport 6.00 P. M
1	u arrives a	Lock Haven 7.20 P. M
1	BALD EAGLE MAIL lea	
J		ort 1'30 P. M
3		ives at Lock
1		taven 2.45 P. M
1	BASTW	
1	MAIL TRAIN leaves Brie	8'50 A. N
1	ii ii Will	iamsport . 9.25 P. M
ų	u arrives at I	uiladelphia 6.20 A. M
-	ERIE EXPRESS leaves En	16 · · · 9:00 P. N
	ii ii W	lilliamsport 8.15 A. M
	ii arrivesat	Philadelphia 5-30 P. N
1	ELMIRA MAIL leaves Wi	Illamsport - 945 A. N
	ii arrives at	Philadelphia 9 50 P. N
	BUFFALO EXP. leaves W	llliamsport 12 25 A. W
	i i H	arrisburg - 5-20 A. N
	ii arrives a	t Philadelphia 9.25 A. N
	BALD BAGLE MAIL leav	res L. Haven 11:36 A. W
	ti ti ti arr.	Williamsn't 19 50 P. N
	BALD EAGLE EX. leave	Lock Haven 9-85 P. M
	HI HI H AFP. V	Villiamsport 10.50 P. h
	Express Mail and Accom	modation, east and wes
	connect at Corry, and all	west hand trains on
	Mail and Accommodation	east at Irvinaton wit
	Mail and Accommodation Oil Creek and Allegheny I	River Ratiroad.
	On Orece and muchant	WM. A. BALDWIN.
		meral Superintendent.
	THE PHILADELPHIA TRAL RAL	AND BALTIMORE CEN
	TRAL RAI	LROAD.
	CHANGE O	
	On and after MONDAY,	
	run as follows :	select at south statute at
	LEAVE PHILADELPHI	A from denot of P. W
	A D D D Company	Thread attend to A the

& 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., 2:30 P. M., 4:30 P. M., and 7 P. M.

7 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 430 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 945 A. M., connect at Chadd's Ford Junc-lion with WILMINGTON & READING R. R. 4 2

Trains leave Pottsviile at 6:30 and 11:30 A. M., and 4:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4 50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-

SCHUYLKILL VALLEY RAILROAD.

necting at Harrisburg with Pennsylvanta and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-

Returning Express train leaves Harrisburg on

ROAD. Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg. and at 12.05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3.40 P. M., from Brookside at 3.45 P. M., and from Tremont at 6.25 A. M. and 5.05 P. M.

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

and Canadas. Excursion Tickets from Philadelphia to Reading Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth

office of S. Bradford, Treasurer, No. 227 S. Fourth street, Fhiladelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firme.

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

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

SEASON TICKETS .- For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN residing on the line of the road will be furnished with carus entitling themselves

and wives to tickets at hali fare. EXUURSION 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 streats

streets. FREIGHT.-Goods of all descriptions forwarded

FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., act 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.

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

HILL Streets. WEST CHESTER AND PHILADELPHIA RAIL-

W ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will eave from the Depot, THIRTY-FIRST and CHES-

6.45 A.M., for B. C. Junction, stops at all stations. 7.15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9:40 A. M. for West Chester stops at all stations. 11:50 A. M. for B. C. Junction stops at all stations.

So A. M. for B. C. Junction stops at all stations.
 P. M. for West chester stops at all stations.
 So P. M. for B. C. Junction stops at all stations.
 F. M. for B. C. Junction stops at all stations.
 F. M. for West Chester stops at all stations.
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 F. M. for West Chester stops at all stations.
 F. M. for West Chester stops at all stations.
 Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
 F. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

stations.
6% P. M. for West Chester stops at all stations.
11% P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5% A. M. from B. C. Junction stops at all stations.
6% A. M. from West Chester stops at all stations.
7% A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

Port Deposit, and all stations on the P. & B. C. R. R.
8. S. M. from B. C. Junction stops at all stations.
1. Oco A. M. from West Chester stops at all stations.
1. S. P. M. from West Chester stops at all stations.
1. S. P. M. from West Chester stops at all stations.
1. S. 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.
9. O. P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9. O. P. M. from B. C. Junction. This train commences running on adatter June 1st, 1870, stopping at all stations.
9. O. S. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9. O. P. M. from B. C. Junction with P. & B. C. R. R.
9. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9. M. from West Chester stops at all stations, connecting at B. C. Junction with P. A. R. C. R. R.
9. P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. A. R. C. R. R.
9. P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. A. R. C. R. R.
9. M. from West Chester stops at all stations, connecting at B. C. Junction with P. A. R. C. R. R.
9. M. from West Chester stops at all stations, connecting at B. C. Junction with P. A. R. C. R. R.
9. M. from West Chester stops at all stations, connecting at B. C. Junction with P. A. R. C. R. R.

P. M. (Accommodation) for Doylestown. 3.20 P. M. (Bethlehem Accommodation) for		
lehem, Easton, Allentown, Coplay, and		
P. M. (Mail) for Doylestown.	1	

Mau 6:00 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 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

9.45 P. M.

P45 P. M. Abington at 235, 445, and 645 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 930 A. M. Philadelphia for Doylestown at 200 P. M. Philadelphia for Fort Washington at 830 A. M.

and 7:00 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4:00 P. M. Fort Washington for Philadelphia at 9:30 A. M.

and 8'10 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after MONDAY, June 6, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9 v05, 10, 11, 12 A. M., 1, 2, 3½, 8½, 4, 4½, 6 v05, 6½, 6, 6½, 7, 8, 9, 10 v06, 11, 12 P. M. Leave Germantown 5, 6 55, 7½, 8, 8 v0, 0, 10, 10, 10

12 P. M. Leave Germantown 6, 655, 7%, 8, 8\*20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 16, 11 P. M. The \$20 down train, and 3% and 5% up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2, 4\*05, 7, and 10% P. M.

Leave Germantown at 81/4 A. M., 1, 8, 6, and 93/4

P. M. CHESNUT HILL RAILROAD.

Leave Fhiladelphia 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, 6'40, 8'40, and 10'40 P. M. ON SUNDAYS. Leave Chesnut Hill at 7'60 A. M., 2 and 7 P. M. Leave Chesnut Hill at 7'60 A. M., 12'40, 5'40, and 9.25 P. M. Presengers taking the 6.55, 9 A. M., and 6% P. M. trains from Germantown will make close connec-

tions with the trains for New York at Intersection Station.

Station.
FOR CONSHOHOUKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 65 A. M., 1%, 3, 4%, 4, 6%, 505, 10, and 11% P. M.
Leave Nerristown 5%, 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 Philadelphia 6, 7%, 9, and 11\*05 A. M., 1%, 3, 4%, 6%, 5%, 6%, 5% 10, and 11% P. M.
Leave Philadelphia 6, 7%, 9, and 11\*05 A. M., 1%, 3, 4%, 6%, 5%, 6%, 5% 10, and 11% P. M.
Leave Philadelphia 6, 7%, 8 10, 920, 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., 2%, 4, and 7% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. PLY MOUTH RAILROAD.

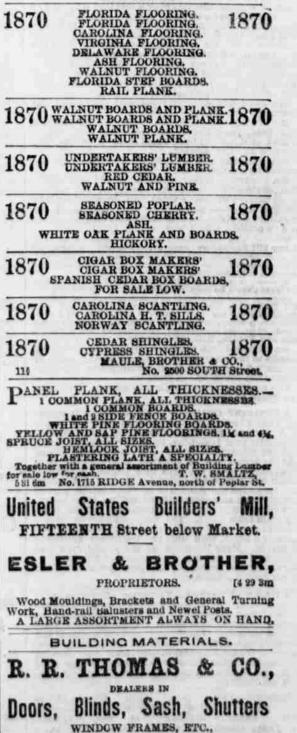
PLY MOUTH RAILROAD. Leave Philadelphia 5 P. M. Leave Physical Structure Physical Structure Physical Structure Structure State Physical Structure States and Structure Structure States and Structure S Passengers taking the 7, 905 A. M. and 6% P. M. trains from Ninth and Green streets will make close connections with the trains for New York at In-

tersection Station. The 9% A. M. and 5 P. M. trains from New York eonnect with the 1 and 8 P. M. trains from Ger-mantown to Ninth and Green streets. 520 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

POET DEPOSIT at 925 A. M. and 926 P. M., on arrival of trains from Baltimore. OXFORD at 605 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., 435 P. M., and 649 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars upless a special contract is made for the HENRY WOOD, same, HENRY WOOD,

Beral Superinter



N. W. CORNER OF

EIGHTEENTH and MARKET Streets PHILADELPHIA. 4128

#### PURIFIERS. WATER

# FARSON'S

## New Patent Water Filter and Purifier

Will effectually cleanse from all IMPURITIES, and remove all foul tasts or smell from water passed through it. In operation and for sale at the MANUFAOTORY, No. 230 DOCK Street, and sold by House-furnishing Stores 5 91t generally.