PRETTY WOMEN.

After all, is the world so very absurd in its love of pretty women? Is woman so very ridiculous in her chase after beauty? pretty woman is doing woman's work in the world, not making speeches nor making pud-dings, but making life sunnier and more beautiful. Man has forsworn beauty alumphs, not without loss to the conqueror. together. It is hopeless to recall the Periclean idea of manhood, to insist on the development of personal beauty as not less manly than that of personal virtue, to demand the grace of Canning from our statesmen or the dignity of Robertson from our divines. The world of action is a world of ugliness, and the good-looking fellow who starts for the prizes soon discovers what Madame de Girardin calls le malheur d'etre beau. He is guessed to be frivolous, he is assumed to be poetic, there are whispers that his morals are no better than they should be. In a society resolute to be ugly there is no post for an Adonis but that of a model or a Guardsman. But woman does for mankind what man has ceased to do. She clings to the Periclean ideal. Her aim from very childhood is to be beautiful. Even as a school girl she notes the progress of her charms, the deepening color of her hair, the growing symmetry of her arm, the ripening contour of her cheek. We watch with a silent interest the mysterious reveries of the maiden; she is dreaming of a coming beauty, and panting for the glories of eighteen. Insensibly she becomes an artist, her room a studio, her glass an academy. The hours work with her, but she works with the hours. What silent musings before her mirror, what dreams, what discoveries, what disappointments, what careful gleaning of experience, what sudden flashes of invention! The joy of her toilet is the joy of Raffaelle over his canvas, of Michael Angelo before his marble. She is creating beauty in the silence and the loneliness of her chamber; she grows like any great art-creation, the result of patience, of hope, of a thousand delicate touchings and retouchings. But even to the Gioconda the moment of perfectness, of completion, comes at last; the master takes his work from the easel and gives it to the ages. Woman is never perfect, never complete. A restless night undoes the beauty of the day; sunshine blurs the evanescent coloring of her cheek; frost nips the tender outlines of her face into sudden harshness. Her pencil has ever to be at work even while the hours work for her, and the hours work against her at last. Care ploughs its lines across her brow; motherhood destroys the elastic lightness of her form; the bloom of her cheek, the quick flash of her eye, fade and vanish as the years go by. But woman is still true to her ideal. She won't know when she is beaten, and she manages to steal fresh victories even in her defeat. She invents new conceptions of womanly grace; she rallies at thirty, and fronts us with the beauty of womanhood; she makes a last stand at sixty with the beauty of age. It is the same great artist who exhibits year after year, but whose style ranges from the girlish innocence of a Fra Angelico to the severe matronage of a Zurbaran. She falls, like Cæsar, wrapping her mantle around her-"buried in woollen! 'twould a saint provoke!" Death listens pitifully to the longings of a lifetime, and the wrinkled face smiles back its last cold smile with something of the prettiness of eighteen. Perhaps we enjoy beauty less than we

might from the absurd connection which men have established between the enjoyment of it and love. We fancy it impossible to care much about a pretty face unless we can hang it in our own gallery. "What care I how fair she be, so she is not fair to me!" It is perhaps truer to say that nine-tenths of our enjoyment of beauty disappears with possession. The lover dwells on his mistress' face till he loses all sense of the world of beauty without it. He is like the connoisseur who so dotes on the little Correggio he has picked up for a song that he ceases to care for the larger range of art. 'The real way of enjoying pretty women would be never to fall in love with a pretty woman at all. The true joys of life are its unconscious joys, the pleasure we derive from the laughter of children, from the landscape that we drive dreamily through, from the music which we have not listened to. And so the truest enjoyment of beauty lies. not in the observation or analysis of this face or that, but in the sense of pretty forms and pretty faces about one. The joy of variety, the pleasure of the inexhaustible range of the beautiful, comes to the admirer of pretty women. We are not quarrelling with the instinct which leads us through pretty faces into paths of domestic peace. It is often necessary to restrict one's sphere of enjoy-ment; and if one is absolutely obliged to marry, one had far better marry a pretty wife than an ugly one. The refinement which the student of art gains from constant contact with beauty of color and form every one gains in some degree from daily contact with the beautiful in flesh and blood. Woman is the art of home, the Giorgione whose brilliancy flashes through the quiet parsonage, the Perugino whose grace tempers the roughness of every day, the Rubens whose large-ness and abundance fling a glow of comfort and ease over the most ungenial career. Life becomes more harmonious, it beats with a keener pulse of enjoyment, in the presence of pretty women. After all, a charming little figure, a piquant little face, is the best remedy for half the ills of existence, its worries, its vexations, its dulness, its disappointments. And even in the larger and more placid types of beauty, in the beauty of a Lady Dumbello, if there is a tinge of stupidity, there is at any rate an atmosphere of repose, a genial influence moulding our social converse and habits into gentler shapes. It is amusing to see how the prettiness of woman tells on her dress, how the order and propriety of her dress tells on the home. The pursuit of beauty, the habit of prettiness, gives an ideal dignity to the very arrange-ment of her bonnet-strings. In every movement, in the very sweep of her ample folds, in the pose of her languor, in the gay start of her excitement, one feels the softening, harmonizing influence of her last look in the glass. She may be gay, or sorrowful, or quiet, or energetic, but she must be pretty. Beauty exercises an imperceptible compulsion over her, which moulds her whole

life into graceful and harmonious forms.

Her dress rises out of the mere clothing

of man into regions of science, of poetry, of

art. A thousand considerations of taste, harmonies of color, contrasts, correspondencies,

delicate adjustments of light and shade, dic-

tate the choice of a shawl or the tint of a

glove. And as prettiness tells on dress, it tells on the home. Flowers, pictures, the

gay notes of a sonata, the coziest of couches,

gorgeous hues of Indian tapestry, glasswork of Murano, a hundred exquisite somethings

and nothings, are the natural setting of pretty

women. The art of the boudoir tells on all

but the chaos of the husband's study. Around that last refuge of barbarism floats an atmo-

sphere of taste and refinement in which the

pretty little wife lives and moves and has her

being. And from this tone of the home

grows the tone of society, the social laws of

vivacity. The very hush of the rough tones that have thundered over Peloponnese as Pericles bends over Aspasia, the little turns and delicacies of phrase, the joyous serfdoms and idlenesses of the manliest and most energetic of men, tell of the triumph of pretty It is a triumph purchased, like most tri-

There is a malheur d'etre belle as well as a bonheur. Life, if it gains in delicacy, loses something in breadth and vigor from its very concentration. There is something terribly monotonous in the life of the pretty woman in the daily battle with ennui and boredom. One ounce of real love would outweigh papa's pettings in childhood or mamma's fuss about her child's coming out. There are jealousies of the school-room and jealousies of the ball-room, little envies, little spites that line with thorns a path which seems strewn with roses. Then there is the plague of fops, the eternal circle of vapid admirers, the eternal drivel of men about town. The prettiest lips have pouted sometimes with a longing for the ugliness which secures their sisters a chat with a man of sense. The prettiest bosom has heaved a little rebelliously at the destiny consigns it to the stupidest of eldest sons. Perhaps it might have been better to have been a little less charming and to have married that amusing younger brother with an income of a few hundreds a year. Sometimes, too, a pretty woman will sigh a little over the infinite littleness of her life, will long for the wider world of politics and effort from which her very prettiness and its train of results shuts her out. Marriage is a mere catastrophe, prisoning her existence, restricting her to a single adorer in the place of a thousand. Then, too, the single adorer is so hard to keep, and the thousand are so easy to gain; and so begins the strife between pleasure and duty, the little warfare fought out under the watchful eyes of tattling dowagers and im-pertinent fribbles. And then comes the inevitable decay. It is easy to turn from the glass, but it is impossible to turn from the eyes that surround one, and every eye be-comes a mirror in which the pretty woman reads the wreck, of her charms. Younger rivals pass her by, the circle of adorers thins to a few bores and old beaux, men treat her to second-rate stories or talk with their eyes fixed on another corner of the room. There is a shade of impertinence in the address of the young Guardsman; wall-flowers claim her for their own. She has lived for a year or so, and her whole existence is a mere looking back to that year of life. Or it may be that her prettiness simply passes on from phase to phase, but even the prettiness of thirty-five, fascinating as it often is, seldom fascinates its possessor. She conquers new realms, but she fails to reconquer the old. She brings gushing undergraduates to her feet, her desk is stuffed with the lyrics of unwhiskered Strephons, but there is a terrible irony about it all, and she turns with a sense of the ridiculous from their sighs and protestations. She is beaten, and she knows it. Strephon has done enough if he has served to cover her retreat. Perhaps the one later prettiness that a woman feels to have real power, more real power than the prettiness of youth, is the prettiness of old age. There is the charm of life's afterglow over the grey, quiet head, the pale, tender face, lit up with a sweetness, a pitifulness that only experience and sorrow can give. It is there, somehow, that we bring our troubles and find peace. It is there, at any rate, that we read a subtler and diviner beauty than in the rosy cheek of girlhood, a beauty spiritualized, mobile with every thought and emotion, yet restful with the rest of years. An infinite tenderness and largeness of heart, a dignity whose grace and naturalness robs it of all sense of restraint, a touch that has in it all the gentleness of earth, a smile that has in it something of the compassionateness of heaven, this is the apotheosis of Pretty Women.

VELOCIPEDES.

We give the following from a late number of Die Gartenlaube, Leipsic:-

In a former number of the Gartenlaube it was mentioned that Newton, 200 years ago, invented a vehicle to be propelled entirely by the person sitting upon it. The city librarian in Nuremberg, Herr Lutzelberger, has now written to us that Newton was not the first who invented such a machine. In Doppelmaier's "History of Mathematics and Arts in Nuremburg," published 1730, it is stated that John Hautsch, a machinist, born at Nuremburg in 1595, made a vehicle with four wheels on which a man could move by means of an arrangement of wheels in itself, and that upon this vehicle he, in 1649, repeatedly went in the street, up and down hill. at the rate of two thousand paces an hour, while in front of the machine a dragon spouted water to scatter the people, and two angels blew small trumpets. Doppelmaier alse tells that Stephen Farfler.

a watchmaker in Altdorf, born in 1633, made for himself first a four-wheeled and afterwards a three-wheeled vehicle, which he propelled himself, and upon which he went to church, being prevented by lameness from walking. The three-wheeled machine is now kept as a curiosity in the library at Nuremberg, and Doppelmaier gives pictures of all three of these machines.

A GREAT BRY ERY.—According to the Licensed Victor ars' Guardian, Messrs, Bass & Co., the bitter beer brewers, use up 5200 quarters of malt per week. The quantity of malt brewed during the year was close upon 160,000 quarters. Quantity of land to grow the barley, at 4½ quarters per acre, 42,300 acres. The quantity of hops used in the same period was 23,000 cwt. Quantity of coals used during the brewing season, 160 tons per day. Amount paid for malt tax, £189,314; and license duty, £8994, or a little over £500 per day. Amount of six months' traffic by rail to and from the brewery premises, 134,195 tons. Quantity of trucks used during the same period, 69,654, or 452 per day. Amount of carriage charged by railway companies during the same period, £67,898 4s. 4d., or £11,266 7s. 4d. per month; this is exclusive of many thousand tons of goods received and forwarded by highways. Number of casks in use in the trade, 500,000. Number of men and boys employed in Burton alone, 1834. The amount paid in wages is over £2000 per week. Number of horses, 70 to 80. Number of locomotives, 4, equal to 320 horses; number of engines, 26, equal to 432 horses. Extent of private railway, over five miles.

—Ohio comes up and puts in its claim for the champion remarkable memory. It claims that a man in Salem, in that State, can tell from memory the weather of any and every day since 1827—that he distinctly remembers whether any day was clear or cloudy, warm or cold, rainy or

snowy.

-- Readers of one Boston newspaper are informed, with scrupulous regularity, just how long each day is, and how many minutes longer or shorter it is than was the same day of the grows the tone of society, the social laws of month six months previous. This original stroke good humor, of propriety, of self-restraint, of inventive genius supplies the fotter with consideration for others, of gentleness, of about three hundred jottings a year.

RAILROAD LINES.

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

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Uamden and Amboy, and at 8 A. M., Express Mail, and 3:39 P. M., Accommodation, via Uamden and Jersev City.

At 6:70 A. M., 2 and 3:30 P. M. for Freehold.

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, 8:30, and 5 P. M. for

At 8 and 10 A. M., 12 M., 2, 3-30, and 5 P. M. for At 6.80, 8, and 10 A. M., 12 M., 2, 3.30, 5, 6, 8, and 11.30 P. M. for Hordentown, Florence, Burlington, Beverly, Delanco. and Riverton.

At 6.30 and 10 A. M., 12 M., 3.30, 5, 6, 8, and 11.30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6.30 and 10 A. M., 12 M., 5, 8, 8, and 11.30 P. M.

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

1 ROM 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 Heristol.

At 7.30 A. M., 2.30, and 5 P. M. for Morrisville At 7:30 A. M., 2:30, and a F. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenek's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12:30, 6:15, 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.

PROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad.

At 7 and 9:30 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 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol. Trenton and Bristol.
At 12 P. M. (nigift) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 12 M. (noon), 6 46 P. M. BELVIDERE DELAWARE RAILROAD LINES

PROM KENSINGTON DEFOT.

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

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

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

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROSDS.

RODDS.

PROM MARKET STREET PERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2:16, 3:30, 6, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Mediord. At 7 and 10 A. M., 1, 8 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imaystown, Sharon, and Hightstown.
June 16, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations, Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Eastern Shore Railroad, and at Selisbury with Wicomico and Pocomoke Railat Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Battimore and Washington, stepping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and 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.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia Express Train at 4 P. M. (Sundays excepted), for

Stopping at all stations between Philadelphia and Wilmington.

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

stations. Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, heave Wilmington 6-45 and 8-10 A. M., 200, 4-00, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6-45 A. M. and 4-90 P. M. will connect at Lamokin Junction with the 7-00 A. M. and 4-30 P. M. trains for Baltimore Centered Political ral Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail; 9 00 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 8.55 P. M.

left West Grove at 3.55 P. M.
Through tickets to all points West, South, 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 Philadelphia and Eric Kaliroad run as follows from Pennsylvania Railroad Depot, West MAIL TRAIN leaves Philadelphia

MAIL TRAIN leaves Philadelphia 10 20 P. M.

Williamsport 8 00 A. M.

Arrives at Krie 744 P. M.

ERIE EXPRESS leaves Philadelphia 10:50 A. M.

Williamsport 8:15 P. M.

ELMIRA MAIL leaves Philadelphia 7:25 A. M.

ELMIRA MAIL leaves Philadelphia 7:20 P. M.

Williamsport 6:00 P. M.

BALD EAGLE MAIL leaves Williams
DOTT 1:30 P. M. " port - 1.30 P. M. Haven

RASTWARD.

MAIL TRAIN leaves Erie

Williamsport

25 P. M.

26 20 A. M.

ERIE EXPRESS leaves Erie

Williamsport

Williamsport

Solve Philadelphia

30 P. M. ERIE EXPRESS leaves Erie - 9 00 P ELMIRA MAIL leaves Williamsport - 9 46 A. M.
arrives at Philadelphia 9 50 P. M.
BUFFALO EXP. leaves Williamsport 12 26 A. M.
"Harrisburg - 6 20 A. M.
"Arrives at Philadelphia 9 25 A. M.
"Arrives at Philadelphia 9 25 A. M.
BALD EAGLE MAIL leaves L. Haven 11 36 A. M.
"Arr. Williamsport 12 50 P. M.
BALD EAGLE EX. leaves Lock Haven 9 35 P. M.
"Arr. Williamsport 10 50 P. M.
Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Oreek and Allegheny River Railroad.

WM. A. BALD WIN,
General Superintendent. General Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W.
LEAVE COMPANY, corner Broad street and Wash-

ington avenue—
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.
Train leaving Philadelphia at 7 A. M. connects at ain leaving Philadelphia at 7 A. M. connects at Train leaving Philadelphia at 10 A. M. connects at 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. READING RAHLROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, 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 6:38 P. M.: arrives in Philadelphia at 9:26 P.M.

ing at 6:38 P. M.: arrives in Philadelphia at 9:26 P.M.

MORNING EXPRESS.

At 5:16 A. M. for Reading, Labanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Wililamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with
East Pennsylvania Railroad trains for Allentown,
etc., and the 8:16 A. M. train connects with the
Lebanon Valley train for Harrisburg, etc.; at
PORT CLINTON with Catawissa Railroad trains
for Williamoport, Lock Haven, Elmira; etc.; at
HAKRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains
for Northumberland, Williamsport, York, Cham
bersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading,
Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railread trains for Columbia, etc. POTTSTOWN AUCOMMODATION. Leaves Pottstown at 6.25 A. M., stopping at in-termediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Pottstown at 6.15 P. M.

READING AND POTTSVILLE ACCOMMODA

TION.

Leave Pottsville at 540 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 26 P. M.

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

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-35 P. M., arriving in Philadelphia at 9-25 P. M.

Market train, with a passeeger car attached, leaves Philadelphia at 1230 noon, for Reading and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 3:15 P. M. Leave Philadelphia
for Reading at 8 A. M.; returning from Reading at

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-20 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-20 A. M., 12-45, and 5-15 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 4:00 P. M. trains from Philakelphia, returning from Schwenksville at 8-05 A. M., 12-45 noon, and 4-15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Schwenksville.

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

NEW YORK EXPRESS FOR PITTSBURG AND
THE WEST.
Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1-46 and 10-05 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-

more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 6.35 A. M. and 8.60 A. M., passing Reading at 7.23 A. M. and 10.40 A. M., arriving at New York 12.05 noon and 3.15 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

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

burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6:30 and 11:30 A. M., and 8:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M. TICKETS.
Through first-class tickets and emigrant tickets

to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one 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.

Accommodation Trains, at reduced rates.

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

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

and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and firms.

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

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

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

FREIGHT.—Goods of all descriptions forwarded 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., ard for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5 and 7.16 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond. points beyond.

BAGGAGE.—Dungan's Express will collect

baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. 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 leave from the Depot, THIRTY-FIRST and CHES-

leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:—FROM PHILADELPHIA.

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.

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 B. C. Junction stops at all stations west
of Media (except Greenwood), connecting at B. C.
Junction for Oxford, Kennett, Port Deposit, and
all stations on the P. & B. C. R. R. 5-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6-35 P. M. for West Chester stops at all stations.

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

R. R.
6-15 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.
1-05 P. M. from West Chester stops at all stations.
1-05 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.
6-05 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-

SOS 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. WHERLER, Sup. T.

RAILROAD LINES.

TENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JUNE 12, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

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

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

TRAINS LEAVE DEPOT. Mail Train 8:00 A M.
Paoll Accommodation 12:50 and 7:10 P. M.
Fast Line 12:30 P. M. Mail Train Facil Accommodation 12:50 and 7:10 P. M.
Fast Line 12:30 P. M.
Eric Express 11:00 A. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:10 P. M.
Parkesburg Train 5:30 P. M.
Cincinnati Express 8:00 P. M.
Eric Mail and Pittsburg Express 10:30 P. M.
Way Passenger 11:30 P. M.
Fric Mail leaves daily except Sunday running

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 icaves 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 8:49

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.

Parkesburg Train . 9 00 A. M.
Fast Line and Buffalo Express . 9 35 A. M.
Lancaster Train . 11 55 A. M.
5 40 P. M. Lancaster Train
Erie Express
Lock Haven and Elmira Express

Harrisburg Accommodation . 9-40 P. M.
For jurther information apply to
JOHN F. VANLEER, Jz., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not
assume any risk for Baggage, except for Wearing
Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding
that amount in value will be at the risk of the
owner, unless taken by special contract.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

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

SUMMER ARRANGEMENT.
Takes effect May 16, 1870. ORTH PENNSYLVANIA RAILROAD-

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 Washington.

ton.
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 RAIL-WAY for Buffalo, Niagara Falls, Rochester, Clevello, Chicago, San Francisco, and all points in

way for Bunalo, Magara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West.

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

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

11 A. M. (Accommodation) for Fort Washington.
1-16, 3-30, and 5-20 P. M., for Abington.
1-45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkes-

parre, Pittston, and Hazleton. 2 50 F. M. (Accommodation) for Doylestown.
At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and

Mauch Chunk. 4-15 P. M. (Mail) for Doylestown. 5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 8:00 and 11:30 P. M. (Accommodation) for Lansdale.

Washington.

The Fitth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10:35 A. M.; 2:15, 5:05, and 3 26 P. M.

Doylestown at 8-25 A. M., 4-40 and 7-05 P. M. Langdale at 7-30 A. M. Fort Washington at 9-20 and 11-20 A. M., 3-10 and Abington at 2.35, 4.55, and 6 45 P. M.

Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Loylestown at 2 00 P. M.
Philadelphia for Fort Washington at 8 30 A. M. and 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 8:30 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. Flith street.

May 16, 1870.

ELLIS OLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE. On and after MONDAY, June 6, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9 o5, 10, 11, 12 A. M., 1, 2, 34, 34, 4, 4, 6 c6, 5 g, 6, 6 g, 7, 8, 9, 10 c6, 11, 12 F. M. Leave Germantown 8, 6.55, 7%, 8, 8.20, 9, 10, 11, 12
A. M., 1, 2, 8, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and 3% and 5% up trains, will not stop on the Germantown Branch. Leave Philadelphia at 9,4 A. M., 2, 4.05, 7, and

Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 334, 6%, 7, 9, and 11 P. M. Leave Cherrut Hill 7:10, 8, 9:40, and 11:40 A. M., 1'40, 5'40, 6'40, 6'49, 8'40, and 10'40 P. M.

ON SUNDAYS.
Leave Philadelphia at 94 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7.50 A. M., 12.40, 5.40, and Passengers taking the 6:55, 9 A. M., and 614 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

Station. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 8, 414, 4, 514, 614, 8 05, 10, and 11% P. M. Leave Nerristown 5 %, 6 25, 7, 7%, 8 50, and 11 A. M., 114, 8, 414, 6)4, 8, and 9 9 P. M. ON SUNDAYS.

M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

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

Leave Philadelphia 1, 7½, 9, and 11 05 A. M., 1½,
3, 4½, 5, 5½, 6½, 8 05, 10, and 11½ P. M.

Leave Philadelphia 6, 5 55, 7½, 8 10, 9 20, and 11½
A. M., 2, 3½, 5, 6½, 8½, and 10 P. M.

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

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

PLy MOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Philadelphia 6½ A. M.

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

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

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 925 A. M. and 425 P. M., on

PORT DEPOSIT at Van A. S., and tall trains from Baltimore.

OXFORD at 6:05 A. M., 10:35 A. M., and 5:30 P. M.,
CHADD'S FORD at 7:26 A. M., 12:00 M., 1:30 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 HENRY WOOD,
HENRY WOOD,
Reval. Superintendent. Beral Superintendent

AUCTION SALES.

M. THOMAS & SONS, NOS. 159 AND 141 Sale Nor 1409 Uneanut street.
FIXTURES OF AN IUE CREAM SALOON AND CAKE BAKERY, PLATE GLASS SHOWCASE, MARBLE TOP COUNTER AND TABLES, SHELVING, ICE CREAM CANS AND MOULES, BALE IN A COURSE OF THE SALE IN A COURSE OF THE SALE

SHELVING, ICE CREAM CANS AND MOULES, BAKE PANS, COPPER KETTLES, ETC.

On Monday Morning.

June 27, at 10 o'clock, the fixtures, comprising—
Plate glass showcase, marble-top counter, shelving, marble-top tables, a large quantity of glass jars, ice cream plates, atone catha cake stands, copper kettles, bake pans, pound cake pans, ice cream cana and moulds, tubs, superior mortar and pestle, brass scales and weights, very large and superior stove, bread troughs, etc.

SURPLUS HOUSEHOLD FURNITURE. Also, the surplus furniture, comprising—Walnut parlor furniture, rosewood piano-forte, made by Pennsylvania Manufacturing Co., mahogany chamber furniture, stoves, ingrain carpets, handsome gas chandeliers and brackets, etc.

May be examined at 8 o'clock on the morning of

Terms-Cash. Particulars in catalogues. 6242t SALE OF REAL ESTATE AND STOCKS. June 28, at 12 o'clock, noon, at the Exchange will

BAKER STREET, No. 618-Brick Dwelling, TENTH STREET (South), No. 522-Modern Resi-SIXTEENTH STREET (North), No. 818-Modern Re-Wood STREET, No. 1820-Three Brick Dwellings. NINTH AND MASTER STREETS, N. S. corner-Coal

RISING SUN-Valuable Lot, 734 acres, fronts on five WEST DELANCEY PLACE, No. 2122-Modern Resi-FIFTH STREET, Nos. 1621 and 1628-Modern Rest-HILLSDALE STREET-Valuable Saw Mill.

SECOND and PRIME STREETS, N. W. corner-Store and Dwellings.
FIFTERNTH STREET (North), No. 272-Modern LAFAYETTE STREET, Cape May, W. J .- Double

Cottage.

MARKET STREET, No. 3502—Store and Dwelling.
POWELL STREET, No. 518—Brick Dwelling.
NINETEENTH STREET, below South—Brick Dwell-DELAWARE STREET, Camden, N. J .- 4 lots of ground. Eighth Street (South), No. 1003-Store and Dwelling. BEACH STREET, No. 1136-"Treaty Hotel."

TWELFTH STREET, (South), No. 1014-Brick Dwell-CATHABINE STREET, Nos. 806 and 806-Brick Dwellings.
SIXTRENTH STREET, North of Tioga-Lot. SERVIVA STREET—LOT.

CLEARFIELD COUNTY, Pa.—527 Acres.

RIDGE ROAD, ROXDOTOUGH—Dwelling.

GROUND RENT—\$48 a year.

2100 shares Clarion and Allegheny River Oil.

\$1500 first mortgage coupon bonds Juniata Iron
Janufacturing Company.

Manufacturing Company, 282 shares Central National Bank, 20 shares Kensington National Bank, 196 shares Buck Mountain Coal Company, 100 shares Enterprise Insurance Company, 100 shares Chester Valley Railroad Company, \$5000 first mortgage 7 per cent, Tremont Coal Company, June and December,

consolidated mortgage Huntington and Broad Top Railroad. 400 shares New Creek Company. 10 shares National Bank of the Republic. 6 24-3t BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MAPKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, On Monday Morning. June 27, at 10 o'clock, on four months' credit, A SPECIAL AND CLOSING SALE OF 800 CARTONS BONNET AND SASH RIBBONS, by order of Messrs. Kutler, Luckemeyer & Co., the importation of Messra. Soleitac Freres.

CLOSING SALE OF 2000 CASES BOOTS, SHOES, BROGANS, STRAW GOODS, ETC. On Tuesday Morning, June 28, at 10 o'clock, on four months' credit.[6 223t

CLOSING SALE OF BRITISH, FRENCH, GER-MAN AND DOMESTIC DRY GOODS, On Thursday Morning. June 80, at 10 o'clock, on four months'credit. f6 24 5t

MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
We 704 OHESNUT Street, rear entrance from Mines. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street, rear entrance No. 1107 Sansom etreet. A. MCCLELLAND, AUCTIONEER NO. 1219 CHESNUT STREET.

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

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

For particulars see Public Ledger.

N. B.—A superior class of Furniture at private sale. BY BARRITT & CO., AUCTIONEERS
OASH AUCTION HOUSE, [11 34 5
No. 250 MARKET Street, corner of Bank street,
Cash advanced on consignments without extra charge.

SCOTT'S ART GALLERY AND AUCTION COMMISSION SALESROOMS.

B. SCOTT, Jr., Auctioneer,
No. IIIT CHESNUT Street, (Girard Row). TN LOUISVILLE, KY

W. GEORGE ANDERSON A CO. STUCKY. AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY.

Business strictly Commission. All auction sales exclueively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 5m]

RAILROAD LINES. WEST JERSEY RAILROADS. COMMENCING WEDNESDAY, JUNE 1, 1872. Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Mail for Cape May, Bridgeton, Salem,

Millville, Vineland, Swedesboro, and intermediate stations.

11-45 A. M., Woodbury Accommodation.

2-15 P. M., Mail for Cape May, Milliville, Vineland, and way stations below Glassboro.

2-30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

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

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Senson Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100.

Freight Train leaves Camden daily at 12 o'clock noon. Freight received in Philadelphia at second

noon. Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue.
3 15 WM. J. SEWalli, Superintendent.

PENN STEAM ENGINE AND PENN STEAM ENGINE AND PENN STEAM ENGINE A LEVY PRACTICAL AND THEORETICAL ENGINEERS MACHINISTS, BOILIER MAKERS, BLACKSMITHS and FOUNDERS, having for many pears been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low presents, from Boilers, Water Tanks, Propeliers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sines, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of patternmaking made at the shortest notice. High and Low preserve Fine Tubular and Oylinder Boilers of the best Pennylvania Charceal from Forgings of all sizes and kinda, from and Brass Osstings of all descriptions. Bell Turning screw Cutting, and all other work commerced with the shortest business.

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

The subscribers have ample wharf dock room for repairs of beats, where they can lis in perfect safety, and are provided with chark blocks, falls, etc. etc., for raising hears or light weights.

JACOB O. NEASTR. ENGINES, MACHINERY, ETO.

JACOB O. NEAFIR, JOHN P. LEVY, BRACH and PALMER Streets. GIRARD TUBE WORKS AND IRON CO.

JOHN H. MURPHY, President, PHILADELPHIA, PA. And Sundriesfor Plumbers, Gas and Steam Fitters. WORKS,

TWENTY-THIRD and FILBERT Streets.
OFFICE AND WAREHOUSE,
No. 44 North FIFTH Street.

A LEXANDER G. CATTELL & CO. PRODUCE COMMISSION MERCHANTS. No. 27 NORTH WATER STREET,
PHILADELPHIA
ALSTANDER G. CATTELL