THE EARTHQUAKE IN GREECE.

Destruction of Santoria-A Two Years' Con-flagration of an Island-Geological Wonders -The Whole Mediterranean Basin in Re-

The cable announces that on Friday last a terrible carthquake had been experienced throughout the kingdom of Greece, by which great damage was done in many places. The only details of this catastrophe yet given us are that the town of Sartoria was "reduced to a heap of rains," and that "a neighboring island disap-peared at the time of the shock." The town here spoken of is evidently the capital town of the Island of Santorin, no town of "Sartoria existing in Greece; and "the neighboring island" is probably either Therasla or Aspro-Nisi, both of which were formerly united with Santorin, and both of which were separated from it, as Pliny relates, by a tremendous earthquake which occurred in the year 286 before Christ. Santorin and the islands in its vicinity have

long been known as the theatre of some of the most curious and interesting reological phenomena of the globe. For now nearly two years a large portion of the island of Santorin Itself, on which the town of that name stands, or rather stood, has been literally burning up with subterranean fires. The flames burst out along the sea-line of the island in 1868, and they have never since ceased to rage, extending their area steadily, and presenting one of the most striking terrible spectacles in the world. Scientific expeditions have been sent from the mainland of Greece and from Austria to observe this awful phenomenon, but the dwellers in Santorin themselves, like the residents of Torre del Greco, near Vesuvius, had not suffered its fearful proximity to disturb their devotion to the culture of their vineyards, esteemed the best in the Grecian Archipelago, even as those of the Vesuvius slope are reputed the best of Southern Italy. Santoriu, the south-ernmost of the famous group of islands known as the Cyclades, lies about half-way between the Morea and the island of Rhodes, and almost due north of the town of Candia, in Crete. It was known to the Phonicians, by whom it was originally settled, as the "Beautiful," Calliste, and the Round, Strongule, the latter name indicating its form previous to the catastrophe by which, as we have said, the islets of Thrasia and of Aspro-Nisi were detached from it more than 2000 years ago. Six centuries before Christ, it had become powerful and populous enough to found the Libyan city of Cyrene. In the third century of our era it was baptized by the Chris-tian name of Saint Irene, of which its modern name of Santorin is a corruption. Its area is comparatively small, as it is only about fortyeight miles in circumference, but as its soil absolutely and entirely volcanic, it is extremely fertile and has long been famous for its wines. The vine occupies, indeed, the attention of its inhabitants so exclusively that all the necessaries of life have to be brought to them from the neighboring islands, upon which they are dependent even for their supply of drinking water. In its population of some 13,000 souls are comprised some six or seven hundred Catholics gathered around one school of Lazarist missionaries and another of sisters of charity, both of which schools are notable for the liberality with which they afford

instruction to all the inhabitants without regard

to their forms of faith. Santorin presents the form of a crescent, but with the islands of Therasia and Aspro-Nisi it makes a circle so complete as to indicate what geologists believe, that it represents the vast crater of a submerged volcano long since flooded by the sea. The parti-colored strata of Santorin are continued in the same order and at the same levels in the formations of Aspro-Nisi and of Therasia. Since the convulsions of 236 B. C., the region of the Archipelago all around Santorin has witnessed a wonderful succession of geological revolutions. Strabo tells us that in the year 197 before Christ the island of History and dealy rose to the surface blazing. of Hiera suddenly rose to the surface, blazing with sulphurous fires such as those which, in 1868, made their appearance in Santorin. Hiera has long been known as Palai-Kaimene, or "the old burning island." In the year 46 of our era another island came up, known since as Micra-Kaimene, or "the little burning island." A. D. 1452 Palai-Kaimene, or "the little burning island." 726, and again A. D. 1457, Palai-Kaimene was suddenly enlarged by fresh elevations of the submarine volcanic cones. In the year 1570 the southern end of Palai-Kaimene suddenly sank into the sea with a shock which submerged the rains of an ancient city bearing the famous name of Eleusis; and three years afterwards, in 1573, a short eruption elevated and enlarged the mountain cone of Micra-Kaimene. In 1650 a formidable eruption in and around the island of Santorin lasted for nearly three months, raised perceptibly the level of the sea, and sent the waves high up over the distant shores of los and Pikino. In 1707 a new crater came up and opened between Palai-Kaimene and Micra-Kaimene. For more than a year it vomited forth lava, ashes, flames, and smoke, and gave birth to new islets, one of whitish pumice, the other of black trachyte, which four years later, in 1711, were united and formed cone rising to a height of one hundred yards above the level of the sea. This cone also burned and blazed, and received the names of Nea and Megals-Kaimene, the "new" and "great"
"burning island." After this eruption of 170711 it was observed that the island of Santorin had perceptibly sunk, and the island of Melos, or Milo (where the Comte de Marcellus discovered the beautiful statue called the Venus of Milo, now in Louvre), began from this period to be wasted by the mephitic exhalations, which have gradually converted it from a perfect garden of fertility into a desolate and sterile rock. In more recent times a trachytic plateau began to rise around Santorin at a rate so rapid that the water off one end of the island, which, in 1830, had a depth of eight French metres, in 1834 retained a depth of no more than five metres. Off the southeastern point of Santorin again, about forty-five years ago, a curious space of yellowish water began to mark the blue surface of the sea. This is the effect of a submarine spring of very acid ferruginous waters, so strong as in a

very short time to clean the sheathing of vessels anchoring in the neighborhood. Whenever this spring subsides the people of Santorin have learned to look for earthquakes.

The town destroyed in Santorin, as we have said, is probably the capital of the island, and crowns the formidable cliffs which here rise suddenly and steeply from a depth of water so profound that no anchorage exists in front of the town. Over the whole surface of the island, among its green and glowing vineyards, lie scattered the traces of numbers of other towns which in ancient days rose and flourished here.

When we remember that no longer ago than last January an earthquake shook to pieces and destroyed the island town of Santa Maura, in the Ionian Sea, quite on the other side of the Greek mainland, and that violent shocks have since then, at three different times, startled Southern and Central Italy from its prosperity. one at least of the three having been attended with considerable loss of life and of property it is impossible to doubt that the eastern of the Mediterranean is just now the theatre of some as yet unmeasured but serious and most important subterranean revolution.

MR. DISRAELI AND BLACKWOOD.

A Note to the Review of "Lothair"-The Critic's Explanation of the Aliasion to the

From the London Standard, June 23. A second edition of Blackwood's Magazine for June has been published, with a note of four pages to the review of "Lothair." It is occupied chiefly with extracts from, and commentary on, the articles in which many newspapers, both in town and country, have assailed Mr. Disraeli's assailant. The most interesting part of the re-joinder is that in which the critic in Blackwood explairs and justifies his allusion to Mr. Disraeli's race:—"One grand count of the indictment against us is that, in alluding to things Jewish, we have rendered our article personal and offensive to Mr. Disraeli. Now, we should have said just what we have said if Mr. Disraeli traced his pedigree to Harold or Wil-liam the Conquerer; for it is not the man of Jewish descent but the champion of Hebrew pre-eminence, perfection, and other nonsensi-cal pretensions who has been the object of our

allusions. The most conspicuous feature in some of his later novels has been the asserted superiority of the Jews to all other people.

To talk of this in discussing his merits as an author is no more personal than to mention hero worship in connection with Carlisle, or certain fantastic theories of art in reviewing Mr. Ruskin. We have spoken of Mr. Disraeli in the character in which it is his pleasure to dis-port bimself, and in which he is universally recegnizable by all who ever heard of him. For a quarter of a century his satirists have depicted him with pen and pencil under Jewish nicknames and with Jewish peculiarities of costume. The whole meaning of the mock novel of "Coningsby" vanishes if the Jewish element is ignored. In that parody a vendor of old clothes, cheap pen-knives, and similar wares, inhabits a palace filled with fabulous delights, and plays a tune on 'the little harp peculiar to his nation.' This is the Jew that Titmarsh drew. And now the critics, who have been so long chuckling over and repeating ridicule of this sort, suddenly discover that we, from whose article nobody can derive the remotest hint of anything concerning Mr. Disraeli's private life. are guilty of gross personality. Do they think that, because they are thus tardily virtuous, there shall be no more cakes and ale? Yes, by St. Anne! and ginger shall still be het in the mouth, though they may prefer to offer their readers sawdust."

GENERALITIES.

Rumored Resignation of Secretary Fish. Washington despatch to the New York

Tribune says:—
It is rumored to-night, and credited in official circles, that Mr Hamilton Fish has tendered his resignation. Mr. Fish has been urging the President to accept his resignation, as he desires to retire from official life in this country The President has said that he would not permit him to retire, if he could by any means keep him in the State Department, as he regarded his staying there as a personal favor to himself. It is generally understood that Mr. Fish will succeed Mr. Motley at the Court of

Five Attempts at Suicide-Successful at Last. A well-to-do boiler-maker of Paterson, named Richard Oliver, owing to financial difficulties, some weeks ago endeavored to get out of his troubles by blowing out his brains. His wife discovered him and snatched the gun from his mouth just in time to save the shape of his cranium. He was similarly frustrated when he had a rope around his neck, just ready to uncoil himself. A dose of poison was rendered harmless by a strong emetic administered by his ever-faithful wife. On Saturday night last he tried it again with a bottle of laudanum, but the wife sent some warm water and salt speedily after it, and again saved him. On Monday night he succeeded in getting an old gun, with which he repaired to the woods, placed the end in his mouth, and with his foot pulled the trigger, which launched him into eternity, with his head blown literally to pieces. A coroner's jury decided the man dead at last, from the effects of a fit of temporary insanity.

A Funeral Party Precipitated into a Cellar. A few days ago Miss Ida De Camp, about fif teen years of age, whose parents reside at No. 27 Vesey street, Newark, died. The room in which the coffin was placed was filled with mourners on the occasion of the funeral. While the services were in progress the floor gave way. and the coffin, mourners, and all were precipi tated into the cellar. The coffin was broken open, women shrieked and fainted, and for a while the excitement was intense. Finally order was restored, the coffin was mended, and the

	LUMBER.		
1870	SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK.	1870	
1870 sp.	SEASONED CLEAR BINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. ANISH CEDAR, FOR PATTER RED CEDAR.	1870	
1870	FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING, ASH FLOORING, WALNUT FLOORING, FLORIDA STEP BOARDS,	1870	

RAIL PLANK. 1870 WALNUT BOARDS AND PLANE: 1870 WALNUT BOARDS AND PLANE: 1870 WALNUT BOARDS, WALNUT PLANE.

1870	UNDERTAKERS' LUMBER UNDERTAKERS' LUMBER RED CEDAR, WALNUT AND PINE	1870	
1870	SEASONED POPLAR. SEASONED CHERRY. ASH.	1870	
WHITE OAK PLANK AND BOARDS. HICKORY.			

CIGAR BOX MAKERS'
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW. 1870 1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING.

CEDAR SHINGLES.
YPRESS SHINGLES.
MAULE, BROTHER & CO., 1870 1870 No. 2500 SOUTH Street. ANEL PLANK, ALL THICKNESSES,— COMMON PLANK, ALL THICKNESSES, 1 COMMON BOARDS, 1 and 2 SIDE FENGE BOARDS. WHITE PINE FLOORING BOARES.

WHITE PINE PLOORING BOARS.
YELLOW AND SAP PINE PLOORINGS, 14 and
4½ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,
Together with a general assortment of Building Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5816m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill. FIFTEENTH Street below Market.

ESLER & BROTHER,

PROPRIETORS. [4 29 Sm Wood Mouldings, Brackets and General Turning Work, Hand-rall Balusters and Newel Ponts. A LARGE ASSORTMENT ALWAYS ON HANO.

BUILDING MATERIALS. R. R. THOMAS & CO.,

DRALBES IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC.,

N. W. CORNER OF EIGHTEENTH and MARKET Streets PHILADELPHIA.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL, No. 126 Walnut and 21 Granite Sts. IMPORTERS OF

Brandies, Wines, Gin, Olive Oil, Etc., WHOLESALE DEALERS IN PURE RYE WHISKIES.

IN BOND AND TAX PAID. 628 200 WILLIAM ANDERSON & CO., DRALERS in Fine Whiskies, No. 146 North SECOND Street, Philadalphia

PATENTS.

STATE RIGHTS FOR SALE. - STATE Rights of a valuable invention just patented, and for the SLIGING, CUTTING, and CHIPPING of dried be of, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N.J. MUNDY & HOFFMAN.

RAILROAD LINES.

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

to New York and Way Places.

PRON WALNUT STREET WHARF.

At 6-30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3-30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN MAILROAD.

At 7 A. M. and 3-30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

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

At 8 A. M. and 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 Trenton. At 6-30, 8, and 10 A. M., 12 M., 2, 3-30, 5, 6, 8, and 11 30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6-30 and 10 A. M., 12 M., 3-30, 5, 6, 8, and 11 30 P. M. for Edgewater, Riverside, Riverton, and Palmyre. and Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 5, 8, and 11:30 P. M. for Fish House.
The 11:30 P. M. line leaves from Market Street Ferry (upper side).

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:65 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. and Tullytown.

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

At 7 A. M., 12 30, 5 15, and 7 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.

Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New
York Express Lines, and at 11:30 P. M., Emigrant
Line, via Jersey City.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. fer
Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torresdale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run
daily. All others Sundays excepted.

Sunday Lines leave at 9:30 A. M., 6:46 P. M., and
12 night.

BELVIDERE DELAWARE RAILROAD LINES BELVIDERE DELAWARE RAILROAD LINES
PROM KRNSINGTON DEPOT.

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

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

At 5 P. M. for Lambertville and intermediate At 5 P. M. for Lambertville and intermediate stations, CAMLEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL-At 7 and 9 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 Medicard

At 7 and 9 A. M., 1, 3 30, and 6 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.
The 7 A. M. and 3.30 P. M. Lines leave from Walnut street wharf.
July 5, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, 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 Harrington with Junction and Breakwater Railroad,
at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and
at Salisbury with Wicomico and Pocomoke Rail-

road.

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 Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North Bast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run. deen, 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, Ciaymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Menroe and Norfolk will take the 11'46 A. M. train.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11'00 A. M., 2'30, 5'00, ant 7'00 P. M. The 5'08 P. M. train connects with Dela-

7.00 P. M. The 5.06 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 accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.60 A. M. and 4.50 P. M. trains for Baltimore Central Haliroad.

7-60 A. M. and 4-80 P. M. trains for Baltimore Conral Raiiroad.

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,
left West Grove at 8-55 P. M.

Through tickets to all points West, South, and
Southwest may be procured at ticket office, No. 825
Chesnut street, under Continental Hotel, where
also State Rooms and Berths in Sleeping Cars can
be secured during the day. Persons purchasing
tickets at this office can have baggage checked at
their residence by the Unien Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
AB ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route,
THE EXPRESS TRAIN
will be furnished with
SPLENDED PALACE CARS.

BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—
LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street, at 6-45 A. M. Accommodation and 4-50 P. M. Ex-

at 645 A. M. Accommodation and 450 P. M. Express.

LEAVE PHILADELPHIA, from foot of WALNUT Street, at 700 A. M. Accommodation and 350 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyi" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will

TOR AND ARTER MONDAY, April 4, 1810, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSITAT 7 A. M. and 430 P. M. FOR OXFORD, at 7 A. M., 430 P. M. and 7 P. M. FOR CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 250 P. M., 430 P. M., and 7 P. M.

R. R. at 1 A. M., 10 A. M., 930 P. M., 430 P. M., and 7 P. M.

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

Trains leaving Philadelphia at 10 A. M. and 430 P. M., leaving Oxford at 605 A. M., and leaving Port Deposit at 9.25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 42

Mr. Margard that the House surveying. Mr. Brooks was Breek Printeriors.

RAILROAD LINES.

R FADING RAILROAD-GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Capadas.

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

hours:—
MORNING ACCOMMODATION.
At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:36 P. M.: arrives in Philadelphia at 9:26 P. M.

Ing at 6:35 P. M.: arrives in Philadelphia at 9:25 P.M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, WilHamsport, 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 8:15 A. M. train connects with the
Lebanon Valley train for Harrisburg, etc.; at
PORT CLINTON with Catawissa Railroad trains
for Williamsport, Lock Haven, Elmira; etc.; at
HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains
for Northumberland, Williamsport, York, Cham
bersburg, Pinegrove, etc. bersburg, Pinegrove, etc.

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 ACCOMMODATION.
Leaves Pottstown at 6-25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-15 P. M. READING AND POTTSVILLE ACCOMMODA
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 9:26 P. M. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at

Morning Express trains for Philadelphia leave Harrisburg at \$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 6.36 P. M., arriving in Philadelphia at 9.26 P. M.

Market train, with a passeger car attached, leaves Philadelphia at 12'30 noon, for Reading and all way stations; leaves Pottsville at 5'40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

cepted.
Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 3 15 P. M. Leave Philadelphia
for Reading at 8 A. M.; returning from Reading at
4 25 P. M. These trains connect both ways with unday trains on Perkiomen and Colebrookdale

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

Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 8:45 and 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 6:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

nore, etc. Returning Express train leaves Harrisburg on Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-25 A. M. and 8-50 A. M., passing Reading at 7-22 A. M. and 10-40 A. M., arriving at New York 12-05 noon and 3-50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

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

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:65 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremout at 6:25 A. M. and 5:05 P. M.

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. Train, Reading and Pottstown Accommodation Trains, at reduced rates.

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

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

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms. and firms.
MILEAGE TICKETS,—Good for 2000 miles, between all points, at \$47.00 cach, for families and

firms.

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

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

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

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

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 222 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

WEST CHESTER AND PHILADELPHIA RAIL-On and after MONDAY, April 4, 1879, trains will leave from the Depot, THIRTY-FIRST and CHES.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES. NUT, as follows:—
FROM PHILADELPHIA.
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 West Chester stops at all stations.
6:55 P. M. for Cxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:50 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
6:50 A. M. from B. C. Junction stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C.

Port Deposit, and all stations on the P. & B. C. R. R.

8-15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
1-05 P. M. from B. C. Junction stops at all stations.
1-05 P. M. from West Chester stops at all stations.
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.
6-55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9-00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON BUNDAYS,
8-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2-80 P. M. for West Chester stops at all stations.
4-80 A. M. from West Chester stops at all stations.
7-60 P. M. from West Chester stops at all stations.
Connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELER, Sup't,

RAILROAD LINES.

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

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

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

Mail Train TRAINS LEAVE DEPOT. Mail Train
Paoli Accommodation . 12-50 and 7-10 P. Fast Line . 12-30 and 7-10 P. M.
Eric Express . 11-30 P. M.
Harrisburg Accommodation . 2-30 P. M.
Lancaster Accommodation . 4-10 P. M.
Parkesburg Train . 5-30 P. M.
Cincinnati Express . 8-90 P. M.
Eric Mail and Pittsburg Express . 10-30 P. M.
Way Passenger

Erie Mail and Pitteburg 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.

Uncinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 118 Market street.

Market street.
Sunday Train No. 1 leaves Philadelphia at 849
A. M.; arrives at Paoli at 940 A. M. Sunday
Train No. 2 leaves Philadelphia at 640 P. M.; arrives at Paoli at 740 P. M.
Sunday Train No. 1 leaves Paoli at 650 A. M.;
arrives at Philadelphia at 810 A. M. Sunday
Train No. 2 leaves Paoli at 450 P. M.; arrives at
Philadelphia at 610 P. M.

Lancaster Train

Erie Express

540 P. M.
Lock Haven and Elmira Express

Pacific Express

Harrisburg Accommodation

For jurther information apply to

JOHN F. VANLEER, JR., Ticket Agent.

No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 119 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.

4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD-N ORTH PENNSYLVANIA KAILKOAD—
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.

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.
At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. the Great West.

8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountair, and N. J. Central and Morris and Essex

kailreads. 11 A. M. (Accommodation) for Fort Washington.
1:15, 3:30, and 5:20 P. M., for Abington.
1:45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. 230 P. M. (Accommodation) for Doylestown. At 320 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.
6:20 P. M. (Accommodation) for Lansdale.
8:00 and 11:30 P. M. (Accommodation) for Fort The Fitth and Sixth streets, Second and Third

streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Beth!chem at 8 55, and 10 35 A. M.; 2 15, 5 06, and 25 P. M. 25 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.

ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Philadelphia for Fort Washington at 8.30 A. M.

and 7000 P. M.
Loylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4:00 P. M.
Fort Washington for Philadelphia at 9:30 A. M. and 8:10 P. M.

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

May 16, 1870.

ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, June 6, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9 05, 10, 11, 12 A. M.,

1, 2, 34, 38, 4, 48, 5 05, 54, 6, 64, 7, 8, 9, 10 05, 11,

12 P. M. Leave Germantown 6, 6 55, 7½, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 5, 5½, 5, 6½, 7, 8, 9, 10, 11 P. M.
The 8-20 down train, and 3½ and 5½ up trains, will not stop on the Germantown Branch.

Leave Philadelphia at 9¼ A. M., 2, 4:05, 7, and 10% P. M. Leave Germantown at 8% A. M., 1, 8, 6, and 9% P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 8%,

5%, 7, 9, and 11 P. M Leave Chesaut Hill 7:10, 8, 9:40, and 11:40 A. M., 1.40, 3.40, 6.40, 6.46, 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 connections with the trains for New York at Intersection Station.
FOR CONSHOHOGKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 4, 5%, 614, 8 05, 10, and 11% P. M.
Leave Nerristown 51 2 6 25, 7, 7%, 8 50, and 11 A. M., 1%, 3, 4%, 614, 8 and 9% P. M.
UN SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 5, 7½, 9, and 11:05 A. M., 1½,
3, 4½, 5, 6½, 6½, 605, 10, and 11½ P. M.
I cave Manayunk 6, 655, 7½, 810, 920, and 11½
A. M., 2, 8½, 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.
Leave Philadelphia 9 A. M., 1½, 6½ and 9½ P. M.
PLV MOUTH KAHLRUAD.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 6½ A. M.
The 7½ A. M. train from Philadelphia will stop only at School Lane, Wiesinoming, Manayunk, Green Tree, and Conshehocken.
Passengers taking the 7, 205 A. M. and 6½ P. M.
trains from Night and Green streets will make close connections with the trains for New York at Intersection Station. connections with the terminal from New York terrection Station.

The \$\times_A\$, M., and \$P. M. trains from New York connect with the 1 and \$P. M. trains from Germantown to Ninth and Green streets.

8 20

W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAHLEGAD CO.
THAINS FOR PHILADELPHIA leave
FORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.
OXFORD at 6-05 A. M., 10-35 A. M., and 6-30 P. M., CHADD'S FORD at 7-26 A. M., 12-00 M., 1-30 P. M., 445 P. M., and 640 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 puless a special contract is made for the saire.

HENRY WOOD, General Superintendent,

AND AND A STORAGE OF THE STORAGE OF

AUD FION SALES,"

THOMAS BIRCH & SON, AUCTIONERRS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sausom street.

'Saie at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR, CHAMBER,
LIBRARY, AND DINING-ROOM FURNITURE;
Brussels and other Carpets, Mantel and Pier
Glasses, Oil Paintings and Engravings, Spring and
Hair Mattresses, Bronze Mantel Clocks, Decorated
China Tolet Sets and Spittoons, Cottage Farniture, Silver Plated Ware and Table Cutlery, China
and Glassware, Etc.

ture, Silver Plated Ware and Table Cutlery, China and Glassware, Etc.

On Friday Morning,

At 9 o'clock, at No. 1110 Chesnut street, will be sold, a large assortment of new and secondhand household furniture, carpets, mirrors, pianos, paintings and engravings, silver plated ware, china, glassware, etc. ware, etc. SECONDHAND FURNITURE.

Also, a large assortment of secondhand furniture, from families.
EAST INDIA LACES, OPERA CLOAKS, ETC. Also, at 12 o'clock, will be sold the following: — 1 lady's East India lace sash. 3 handsome Cashmere opera cloaks, richly em-broidered with silk.

12 rich handkerchiefs, embroidered edges, 12 rich handkerchiefs, embroidered edges, 1 bamboo cloth dress pattern, 1 Chinese silk dress pattern, 2 elegant East India shawis, 7 6 2t

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

Sale Otsego street, below Washington avenue. ##
FIXTURES OF A FIRST-CLASS DISTILLERY,
Clatern, Copper Still, Copper Worm, Mash Tubs,
Fermenters, Fan Blower, Water Pumps, 2 High
and Low Wine Meters, large Locomotive Boiler,
Smoke Stack, Iron and Copper Pipe, Yeast Cans,
Tubs, etc., etc.

Tubs, etc., etc. On Tuesday Morning. July 12, at 11 o'clock, by catalogue, at the distillery, Otsego street, below Washington avenue, between Front and Swanson streets. 76 5t

CONCERT HALL AUCTION ROOMS, No. 1219
CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms,
No. 1219 Chesnut street, every Monday and Thurs-

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale. BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra
charge.

M. S. FOURTH STREET. NOS. 139 AND 141 BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

O S E P H P E N N E Y, No. 1307 CHESNUT STREET. [6.28 tf N LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKY. THOMAS ANDERSON & CO. AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY.
Business strictly Commission. All auction sales excluvely for cash.

Consignments solicited for auction or private sales.

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

Hegular auction sales of dry goods, clothing, carpets
notions, etc., every Wednesday and Thursday. (Sigem

RAILROAD LINES. CAMDEN AND ATLANTIC RAILROAD. SHORTEST ROUTE TO THE SEA SHORE,
THROUGH IN 134 HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will
leave VINE STREET FERRY as follows:— Special Excursion (when engaged) 6:15 A. M. Mail 8:00 A. M. | Special Excursion... | 5°35 P. M. | Mail | 4°35 P. M. | Wall | 1°36 P. M. | 1°36 P. M. | Freight (with passenger car). | 1°36 A. M. | Express (through in 1°34 hours). | 7°24 A. M. | An extra Express Train (through in 11/4 hours) will leave Vine Street Ferry every Saturday, at 2 P. M. Returning, leave Atlantic City, Monday, 9 40 A. M. LOCAL TRAINS LEAVE— For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M. Fer Atco and intermediate stations, 10:15 A. M. and 6 P. M.

tion.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

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

D. H. MUNDY,

6 28

Agent.

DHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May \$0, 1870, the trains
on the Philadelphia and Eric Railroad run as
follows from Pennsylvania Railroad Depot, West
Philadelphia:—

Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia

"Williamsport - 8 00 A. M.

T-49 P. M.

ERIE EXPRESS leaves Philadelphia 10-50 A. M.

"Williamsport 8-15 P. M.

"Arrives at Erie - 7-25 A. M.

ELMIRA MAIL leaves Philadelphia 7-50 A. M.

"Williamsport 6-00 P. M.

BALD EAGLE MAIL leaves Williams
port - 1-30 P. M.

" port - - 1.30 P. M. arrives at Look Haven - 246 P. M.

EASTWARD.

MAIL TRAIN leaves Eric - 850 A. M.

Williamsport 926 P. M.

arrives at Philadelphia 620 A. M.

Williamsport 816 A. M.

Williamsport 816 A. M.

ERIE EXPRESS leaves Eric - 900 P. M.

Williamsport 816 A. M.

ELMIRA MAIL leaves Williamsport 946 A. M.

BUFFALO EXP. leaves Williamsport 125 A. M.

Williamsport 125 A. M.

BUFFALO EXP. leaves Williamsport 125 A. M.

" Harriburg 521 A. M.

" Harriburg 621 A. M.

" Harriburg 525 A. M.

BALD EAGLE MAIL leaves L. Haven 135 A. M.

" arr. Williamsport 1050 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 Creek and Allegheny River Railroad.

WM. A. BALDWIN,

General Superintendent. Haven - - 2:46 P. M.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.
Leave Philadelphia, foot of Market street (upper

Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations. 9:00 A. M. Mail and Express for Cape May. 11:45 A. M., Woodbury Accommodation. 11:45 A. M., Woodbury Accommodation. 11:45 A. M., Woodbury Accommodation. 11:45 A. M., Moodbury Accommodation. 11:45 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro. 11:45 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 11:45 A. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal. 11:45 A. M.; returning, leaves Cape May at 5:10 P. M. Commutation tickets at reduced rates between Philadelphia and all stations. Commutation tickets at reduced rates between Philadelphis and all stations.
Cape May Scason Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100. Freight Train leaves Camden daily at 9-20 Å. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue.
316 WM. J. SEWELL, Superintendent.

EASTON & MCMAHON.

No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia.
No. 45 W. PRATT Street, Baltimore,
We are prepared to ship every description of Freight to
Philadelphia. New York, Wilmington, and intermediate
points with promptness and despatch. Oanal Boats and
Steam-tags furnished at the shortest notice.

warehouse on Leithia street.