ANOTHER HYDROPHOBIC DOG STORY.

Two Ladles in a Room with a Mad Dog.! From the Detroit Free Press, July 3.

About 8 o'clock last evening two ladies, residing up stairs in the block on Woodward avenue, just beyond State street, observed that a large Newfoundland dog, which had long been in possession of the family, was exhibiting strange conduct. He had been with them in the room for an hour or more, whining and seeming to be very restless; but when the attention of the ladies was directed to the animal he was snapping his jaws, scratching, and his eyes had an excited look. The ladies were not easily alarmed, and no particular attention was paid to the dog for some time, he lying down in a corner at the command of one of the females. Suddenly, and without warning, the brute sprang into the middle of the room, eyes ablaze, and his hair like bristles, and he uttered a howl of rage and pain that sent the blood from the ladies' faces in an instant. Leading off from the room was a closet or clothes' press, and for this both of the women instantly sprang. The dog did not follow, nor attempt to molest them until just as they were closing the door, when he came near gaining admittance, snapping and snarling savagely. The male portion of the family were away to market and the ladies found themselves prisoners, with a genuine mad dog for a keeper. The animal howled and barked and ran about the room, biting at every article of furniture, and his heavy breathing and yells of intense pain would have made stronger hearts quail than those shut up in the little closet. The ladies screamed, the dog howled, and for nearly an hour there was an exciting time within a small space, the dog now and then scratching and tearing away at the closet door. At last, alarmed by the screams, several men from the street made their way up stairs, and with clubs, after a sharp struggle, killed the frothing brute. The dead body of the animal was thrown into the alley and was carted off by the scavengers. It was looked upon by large numbers before being conveyed away, and none who saw the eyes and the foam-flecked jaws doubted that the animal had been seized with an attack of hydrophobia.

THE WHITE STOCKINGS' WORST GAME

Professional Muffinism—A Slovenly Victory— The Game with the Unions of Morrisania. For the third time the Chicagoans have displayed their vaunted prowess against one of our metropolitan clubs, and failed to show what might be termed a first-class play either in the field or at the bat. Although they won the game yesterday by long odds, they did so against fielding of the most wretched description. Instead of a total of 28 runs, their score ought to have been 6, exactly the same number of runs as their opponents fairly earned.

The fielding on the part of the White Stockings was, for a supposed first-class club, miserable in the extreme. Upon different occasions. when there were three men of the Union side upon bases, and the batsman made a weak hit. the ball was picked up, but instead of a double or triple play being made, the man on third base got home, and not even one of the others was out out. This may do for Chicago, but it won't do here or in Cincinnati. Notwithstanding their being victorious yesterday, the game was the worst one they have played here as yet.

It would be too tedious to enter into the details of the game, as there was nothing special on either side to make it interesting, with the exception of two fly catches by Gedney for the Unions and one by McΛtee for the White Stockings.

A dead ball was used, and this, of course, tended to keep the score down on both sides. The injuries which the players are constantly receiving when using a rubber ball are beginning to tell their tale, as was anticipated; and for the future it will be the exception to use any other than a dead ball. The following is

POLITICAL.

-Colonel S. B. Dick, of Meadville, is the Republican candidate for Congress in the Twentieth district of Pennsylvania, now represented by the Hon. Calvin W. Gilfillan.

-A Galveston despatch says that large lie meetings have been held in different portions of Texas unanimously favoring the appointment of C. B. Sabin as Judge of the Eastern District of Texas.

-Census-Marshal Morris declares that California is entitled to another Congressman under the fifteenth amendment, counting the Chinese residents as of the population; and he has ininstructed his deputies to carefully enumerate

-The Republicans of the Second district of North Carolina have nominated Joseph Dixon, of Greene county, to fill the vacancy in Con-gress caused by the death of David Heaton, and Charles R. Thomas, of Craven, as their candidate for the same district for the Forty-second

-Judge Stanley, of the San Francisco, Cal., County Court, has instructed the Grand Jury of the county to investigate the subject of the alleged existence of a political "ring" in the Board of Supervisors to manage the municipal elections in the interests of the personal friends

of the members of the ring. -A Chicago despatch says that the Hon. Mark H. Dannell has received the Republican nomination for Congress from the 1st Minnesota district. The convention passed resolutions indorsing the administration of President Grant and against adding the payment of the public debt to the burdens of the present generation; in favor of a reduction of taxation and a reduction of the tariff to a revenue standard.

-The editor of the Marietta Register is getting into hot water on the woman suffrage question, and proceeds to define his position in this highly diplomatic manner:-

I. If a woman is disposed to argue with us in favor of woman's suffrage, we are in favor of it also. the lady happens to be against it, we are against it likewise. III. If it is a mixed assembly of ladies, one or more

on each side, they may have that among themselves we holding the bonnets. -James R. Hubbell, of Delaware county, has been nominated for Congress by the Democracy of the Eighth district of Ohio. Mr. Hubbell was

formerly a Republican, and as such was elected to the Ohlo Legislature and subsequently to Congress, where he earned the soubriquet of the "Artful Dodger." When President Johnson's treachery to the great party which elevated him to power became evident, Mr. Hubbell joined bread-and-butter brigade under A. J., and thereafter naturally swung round the circle into the Democratic party. The district gives from 600 to 900 Republican majority ordinarily, and will probably elect the ambitious Hubbell to stay at home.

Incidentals.

-The Saratoga hotel-keepers are complaining of "dull times." They state that the rush there is not so great as it was last year. —A schoolmarm out West shot an impudent fellow the other day. If her patrons wanted some one to "teach the young idea how to shoot," they made a capital selection.

—According to Grace Greenwood, John A. Logan must be a second Elijah Pogram. He wages deadly war upon tobacco, destroying more of it than any other man in Congress. -Some workmen of a town in Hanover amused themselves by stripping a tipsy compa-nion and fastening him in that condition to a tombstone. A few hours later he was found there dead.

-Chicago, the fastest city of the fast West. increasing her debt with much greater rapidity than she is her population. In the last three years it has more than tripled, until now it mounts to over \$17,000,000.

—A drunken man laid down to sleep with the other "sleepers" on the Troy and Boston Rallroad, near Troy, on Wednesday. That was his last "train," for a train came along and killed

-A New England girl who had been sought and won through letters by a man in Nevada, whom she had never seen, paid him a visit over the Pacific Rallroad, and rejected him at once, because he was "such a little spud of a fellow."

AND ASSESSMENT TO A PROPERTY OF

RAILROAD LINES.

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

to New York and Way Places.

FROM 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 RAILROAD

At 7 A. M. and 8:30 P. M. for New York, Long Branch, and intermediate places.

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

At 5:30 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 Palmyrre.

30 and 10 A. M., 12 M., 6, 8, 8, and 11:30 P. M. for Fish House.
The 11-30 P. M. line leaves from Market Street

Ferry (upper side).

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 Kristol. At 7.80 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 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 York Express Lines, and at 11 30 P. M., Emigrant Line, via Jersey City.

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

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

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

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

BELVIDERE DELAWARE RAILROAD LINES At 7.80 A. M. for Niagara Falls, Buffalo, Dun-

At 7:30 A. M. for Niagara Falis, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oawego, Syracuse, Great Bend, Moutrose, Wikesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

FROM MARKET STREET PERRY (UPPER SIDE). At 7 and 9 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M. and on Thursday and Saturday nights at 11 30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 2 15 and 6 30 P. M. for Lumberton and

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 8:30 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 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. rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted), Express Train at 11.46 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, Linweod, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, 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. (Dally), for Balti-

and Stemmer's Run.

Night Express at 11.30 P. M. (Paily), 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

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 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate Leave Wilmington 6.45 and 8.10 A. M., 2.00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other ac-

commodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00
P. M. will connect at Lamokin Junction with the . M. and 4.30 P. M. trains for Baltimore Cen-

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 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 On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3 55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823 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.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW JERSEY SOUTHERS RAILROAD LINE.

NEW ROUTE
BETWEEN NEW YORK AND PHILADESPHIA
VIA LONG BRANCH,
An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route. THE EXPRESS TRAIN

will be furnished with
SPLENDID PALACE CARS,
NO CHANGE OF 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 4.30 P. M. Ex-

LEAVE PHILADELPHIA, LEAVE PHILADELPHIA.
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hotel in America.
Fare between Philadelphia and New York.....\$3.00

"Long Branch.....250

For particulars as to connections for TOM'S
RIVER, RED BANK, and all way stations, see the

"Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent. THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P. W.
& B. R. R. Company, corner Broad street and Washington avenue—

& B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 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., 230 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 6 65 A. M., and leaving Port
Deposit at 9 25 A. M., connect at Chald's Ford Junction with WILMINGTON & READING R. R. 42

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 16, 1870.
The trains of the Pennsylvania Central Ratiroad
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

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. 991 Chesnut street, or No. 116 Market Street, will receive attention.

will receive attention.

TRAINS LEAVE DEPOT. Mail Train 8:00 A M.
Paoli Accommodation, 10 A. M. & 12:50 and 7:10 P. M.
Fast Line 12:30 P. M.
Erie Express 11:00 A. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:10 P. M.
Parkesburg Train 6:30 P. M.
Cincinnati Express 8:00 P. M.
Cincinnati Express 10:30 P. M.
Erie Mail and Pittsburg Express 10:30 P. M.
Way Passenger 11:30 P. M.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.
Cincinnati Express leaves daily. All ether trains daily except Sunday.

Cincinnati Express leaves daily. All ether trains daily except Sunday.

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

Sunday Train No. I leaves Philadelphia at 8:46

A. M.; arrives at Paoli at 0.40 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.

Erle Mail Paoli Accommodat'n, 8-20 A. M. & 3-30 & 6-40 P. Lancaster Train 11.55 A. Erie Express . 5.40 P. Lock Haven and Elmira Express . 9.40 P.

Harrisburg Accommodation . 9-40 P. M.
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 115 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.

owner, unless taken by special contract.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD— THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. Takes effect May 16, 1870.

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

At7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagars Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown.
9 46 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesparre, Pittston, Scranton. Hackettstown, Schooley's Mountairs, and N. J. Central and Morris and Essex Redirands.

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. 2 30 P. M. (Accommodation) for Doylestown. At 3-20 P. M. (Bethlehem Accomm 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 Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and Doylestown at 8 25 A. M., 4 40 and 7 05 P. M. Lansdale at 7'80 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. Abington at 236, 446, and 6 45 F. M.
UN SUNDAYS.
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 5.30 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 06, 10, 11, 12 A. M.,

1, 2, 3½, 3½, 4, 4½, 5 06, 5½, 6, 6½, 7, 8, 9, 10 05, 11,

12 r. M.

2 P. M. Leave Germantown 6, 6 55, 7½, 8, 8*20, 9, 19, 11, 12 L. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 16, 11 P. M. The 8*20 down train, and 3½ and 5½ up trains, will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 9/4 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, 8%, 62, 7, 9, and 11 P. M. Leave Cheraut Hill 7:10, 8, 9:40, and 11:40 A. M.,

1-40, 5-40, 6-40, 6-40, 8-40, and 10-40 P. M. UN SUNDAYS. Leave Philadelphia at 9½ A. M., 2 and 7 P. M. Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M. Passengers taking the 0.55, 9 A. M., and 61/2 P. M. trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOUKEN AND NORRISTOWN.

Station.

FOR CONSHOHOOKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 06 A. M., 1%,
3, 4%, 4, 6%, 6%, 8.06, 10, and 11% P. M.
Leave Nerristown 5%, 6.25, 7, 7%, 8.50, and 11 A.
M., 1%, 3, 4%, 6%, 8. and 9% P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
FOR MANA. UNK.

Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
3, 4%, 5, 5%, 6%, 8%, 10, and 11% P. M.
Leave Manayunk 6, 6.55, 7%, 8 10, 9.20, and 11%
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk 7% A. M., 1%, 6% and 9% P. M.
Pl. MOUTH RALLKOAD.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Plymouth 6% A. M.
The 7% A. M. train from Norristown will not step at Mogre's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wirsinoming, Manayunk, Green Tree, and Conshohocken.
Passengers taking the 7, 905 A. M. and 6% P. M.
trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.
The 9% A. M. and 5 P. M. trains from New York

tersection Station.

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

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

THE PHILADELPHIA AND BALTIMORE GEN-TRAIL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., ca PORT DEPOSIT at 9-25 A. M. and 4-20 F. M., the arrival of 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., 4-45 P. M., and 6-49 P. M.

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

A CONTRACT OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY AND ADDRESS OF

RAILROAD LINES.

READING RAILHOAD—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
Callowhili 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 6-35 P. M.: arrives in Philadelphia at 9-25 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, Williamsport, Elmira, Rochester, Niagara Falis, 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
Lebanen 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 Railroad 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°16 P. M.

READING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 5-40 A. M. and 4-20 P. M., and
Reading at 7-30 A. M. and 6-35 P. M., stopping at
all way stations; arrive in Philadelphia at 10-20 A.
M. and 9-25 P. M. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at Morning Express trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2-50 P. M., and 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 6-25 P. M., arriving in Philadelphia at 9-25 P. M. Market train, with a passeeger car attached, harket train, with a passenger our 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 ex-

cepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railreads. 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 6:45 and 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen 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.

700 and 11.00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leave New York at 9.00 A. M. and 5.00 P. M.,
passing Reading at 1.45 and 10.05 P. M., and connecting at Harrisburg with Pennsylvania and
Northern Central Railroad Express trains for
Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. more, etc.

Returning Express train leaves Harrisburg on Actural of Pennsylvania Express from Pittsburg at 5.35 A. M. and 8.50 A. M., passing Reading at 7.23 A. M. and 10.40 A. M., arriving at New York 12.05 noon and 3.50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Pittsburg without change.

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

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 140 and 4:50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. ROAD.

Trains leave Auburn at \$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

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

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

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. 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, be-

tween all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six, nine, 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 TICKE'IS 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 215 P. M.

FREIGHT TRAINS leave Philadelphia daily at 435 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebano, Herrisburg, Pottsville, Port Cilinton and Lebanon, Harrisburg, Pottsville, Port Clinton, and

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-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.
1-15 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,

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.
4:45 P. M. for West Chester stops at all stations west
of Media (except Greenwood), connecting-at B. C.
Junction for Oxford, Kennett, Port Deposit, and
all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences
running on and after June 1, 1870, stopping at all
stations. P. M. for West Chester stops 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.
FOR PHILADELPHIA.
5:25 A. M. from B. C. Junction stops at all stations.
6:50 A. M. from West Chester stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

R. R.

8-15 A. M. from B. C. Junction stops at all stations.
10-90 A. M. from West Chester stops at all stations.
1-95 P. M. from B. C. Junction stops at all stations.
1-55 P. M. from West Chester stops at all stations.
1-55 P. M. from West Chester stops at all stations,
connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C. R. R.
6-55 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
9-00 P. M. from B. C. Junction 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,

ping at all stations.
ON SUNDAYS,
8-06 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2-20 P. M. for West Chester stops at all stations.
4-20 A. M. from West Chester stops at all stations.
7-50 P. M. from West Chester stops at all stations.
Connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELER, Sup't,

CAMDEN AND ATLANTIC RAILROAD. SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1% 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)......615 A. M Mail. 6-15 A. M.
Freight (with passenger car). 9-45 A. M.
Express (through in 1% hours). 3-80 P. M.
Atlantic Accommodation. 4-15 P. M.
Special Exempton. Mail. 435 P. M.

Freight (with passenger car). 11-50 A. M.

Express (through in 1½ hours). 724 A. M.

Atlantic Accommodation. 6-06 A. M.

An extra Express Train (through in 1½ 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.

For Atco and intermediate stations, 10-15 A. M., and 6 P. M.

Returning, leave—

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 ollars, unless a special contract is made for the me.

D. H. MUNDY,

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains
on the Philadelphia and Eric Railroad run as
follows from Pennsylvania Railroad Depot, West

Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia

"Williamsport - 8 00 A. M.

TAPPESS leaves Philadelphia 10 50 A. M.

"Williamsport - 8 15 P. M.

"Williamsport - 7 26 A. M.

ELMIRA MAIL leaves Philadelphia 7 50 A. M.

"Williamsport 6 00 P. M.

"Arrives at Lock Haven 7 20 P. M.

BALD EAGLE MAIL leaves Williams
port - 1 30 P. M. " port - - - 1.30 P. M. arrives at Lock

Haven - - 2'45 P. M. RRIE EXPRESS leaves Eric - 900 P. M.
Williamsport 8.15 A. M.
arrives at Philadelphia 5.30 P. M. ELMIRA MAIL leaves Williamsport - 9 46 A. M.
" arrives at Philadelphia 9 50 P. M. BUFFALO EXP, leaves Williamsport 12 25 A. M.

"Harrisburg - 520 A. M.

"Arrives at Philadelphia 9 25 A. M.

arrives at Philadelphia 9 25 A. M.

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

BALD EAGLE MAIL leaves L. Haven 11 36 A. M.

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

BALD EAGLE EX. leaves Look 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 Creek and Allegheny River Railroad.

WM. A. BALDWIN,

General Superintendent.

WEST JERSEY RAILROADS. SUMMER ARRANGEMENTS. COMMENCING THURSDAY, JUNE 30, 1870. 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.
8:15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
3:30 P. M., Passenor, for Bridgeton, Salem.

ville. Vincland, and way stations below Glassboro.
3:30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and intermediate stations.
4:00 P. M., Fast Express, for Cape May only.
6:45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.
Sunday Mail Train leaves Philadelphia at 7:15
A. M.; returning, leaves Cape May at 6:10 P. M.
Commutation tickets at reduced rates between
Philadelphia and all stations.
Cape May Season Tickets, good for four months

rom date of purchase, \$50. Annual Tickets, \$100. Freight Train leaves Camden daily at 9 20 A. M. reight train leaves Camden daily at 9.20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Saiem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue. 3 15 WM. J. SEWELL, Superintendent.

PROPOSALS. DEPARTMENT OF PUBLIC HIGHWAYS. BRIDGES, SEWERS, ETC. OFFICE OF CHIEF COMMISSIONER,)

No. 104 S. FIFTH STREET,
PHILADELPHIA, July 7, 1870.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the Omce of the Chief Commissioner of Highways until 11 o'clock A. M., on MONDAY, 11th instant, for the construction of the following sewers:—On the line of Poplar street, from Sixteenth street to two hundred and thirty feet west of sald Sixteenth street. Coates and thirty feet west of said Sixteenth street; Coates street from Sixteenth to Nineteenth street; Twentyfirst screet from fifty feet south of Waliace street to Locust street; Cherry street from Friedlander street to Clayton street, thence on Clayton street to Race street; Master street from Twelfth to Camac, and on Camac and Fawn streets from Master to Jefferson street; Kessler and Ninth streets from Parish to Ogden street, and on Ogden from Ninth to Tenth street; on Sanson street to from Ninth to Tenth street; on Sansom street, to commence at the sewer at Twentieth and Sansom streets, and to extend eastward to the east line of Nineteenth street. The above sewers to be three feet in diameter. Also a two feet six-inch sewer on Eighteenth street from Mount Vernon street to twenty-live feet south of the south line of Wallace street, with such manholes as may be directed by the Chief Engineer and Surveyor. The under-standing to be that the sewers herein advertised are to be completed on or before the 36th day of September, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dellar and fifty cents for each lineal foot of front on each side of the street as so much cash paid; the balance, as limited by ordi-nance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is

When the street is occupied by a city passenger rairroad track, the sewer shall be constructed along-side of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be thereon; and no claim for remaineration shall be paid the contractor by the company using said track, as specified in act of Assembly approved May 8, 1865. Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May 25, 1869. If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be decembed as declining, and will be held liable on his deemed as declining, and will be held liable on his bond for the difference between his bid and the next lowest bidder. Specifications may be had at the Department of Surveys, which will be strictly ad-hered to. The Department of Highways reserves the right to reject all bids not deemed satis-

All bidders may be present at the time and place of opening the said proposals. No allowance will be made for rock excavation, except by special con-

7 7 thsm3t Chief Commissioner of Highways. PROPOSALS FOR THE CONSTRUCTION OF A STRAM PROPELLER FOR THE REVENUE TREASURY DEPARTMENT.

MAHLON H. DICKINSON,

Washington, D. C., July I, 1870.
The bids for the construction of an Iron Steam Propeller of 350 tons, opened in this Department June 30, being considered exorbitanc, separate scaled proposals will be received at this department until 12 o'clock on FRIDAY, 29th July, 1870, for the construction of a Steam Propeller of wood, of 350 General plans, conditions, and specifications can be obtained from the Collectors of Customs at Port-land, Me., Boston, New York, Philadelphia, and

Renewed proposals are also invited for the same steamer of hon, upon the same plans, conditions, and specifications as were issued June 1. No bids will be considered except from parties regularly engaged in ship-building.

The Department reserves the right to reject any

GEORGE S. BOUTWELL, 7.7 11 14 18 21 25 28 Secretary of the Treasury.

PIANOS. ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES. Full guarantee and moderate prices.
8 25 WAREROOMS, No., 610 ARCH Street. AUD FION SALES,"

M. S. FOURTH STREET, NOS. 139 AND 146

Sale No. 704 S. Second street.

FIXTURES OF AN ICE CREAM SALOON AND CAKE BAKERY, Counters, Show-cases, Marble Top Tables, Soda Water Fountain, Ice Cream Cans and Moulds, Bake Pans, etc.

On Tuesday Morning,

July 12, at 10 o'clock.

May be examined on the morning of sale at 5 o'clock,

7 8 3t

MARTIN BROTHERS, AUCTIONERS,— (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,
Cistern, Copper Still, Copper Worm, Mash Tubs,
Fermenters, Fan Blower, Water Pumps, 2 High
and Low Wine Meters, large Locomotive Boller,
Smoke Stack, Iron and Copper Pipe, Yeast Cans,
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.
765t

Sale at the Auction Rooms, No. 704 Chesnut street.
SUPERIOR HOUSEHOLD FURNITURE AND
OTHER GOODS,
From families declining housekeeping or removing.
On Wednesday Morning,
July 13, at 10 o'clock, at the auction rooms, by catalogue—Superior household furniture; handsome chamber suits; elegant mirrors, in handsome frames; mattresses; bedding; china and glassware; refrigerators; extension tables; dining-room chairs; handsome Brussels, imperial, and other carpets; feather some Brussels, imperial, and other carpets: feather beds; cigar pompey; 2 cleaders; paintings; office tables; set double harness, and other good. 711 2t

Peremptory Sale.
500 WATER COOLERS.
On Wednesday Morning,
At 12 o'clock, at the auction rooms, No. 704 Chesnut street, 500 Water Coolers. Will be sold in lots to suit purchasers. to suit purchasers.

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-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 THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1817 Ridge avenue. STOCK OF A RETAIL DRY GOODS STORE. STOCK OF A RETAIL DRY GOODS STORE.
On Tuesday and Wednesday Mornings,
July 12 and 13, at 10 o'clock, at No. 1817 Ridge
avenue, will be sold, without reserve, the entire
stock of a retail dry goods store, comprising a large
variety of dress goods, merinoes, flannels, muslins,
linen goods, cloths, cassimeres, towelling, hosiery,
trimmings, shawls, notions, etc.
The store fixtures will be sold after the dry goods.
The goods will be sold in lots to suit pur-The goods will be sold in lots to suit pur-The goods will be sold in lots to suit pur-

Sale at No. 1638 Wharton street.
SUPERIOR WALNUT PARLOR, CHAMBER, AND
DINING-ROOM FURNITURE, OAK COTTAGE
SUIT, BRUSSELS, INGRAIN, AND VENETIAN

CARPETS, ETC.
On Tuesday Morning,
July 12, at 10 o'clock, by catalogue, will be sold the
entire household furniture of a family declining
housekeeping, comprising walnut haircloth parior
suit, French plate mantel mirror; centre table, marble top; green reps lounge, superior walnut chamber suit, marble tops; oak cottage suit, hair and husk mattresses, bolsters and pilows, Brussels, ingrain, and Venetian carpets; check and white matting, large office clock, china, glassware, cookng utensils, etc.

May be seen early on the morning of sale.

Catalogues ready on Monday. BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra
charge.

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,
AUCTIONEER,
No. 1307 CHESNUT STREET. [6 28 tf

IN LOUISVILLE, KY GEORGE W. ANDERSON.

THOMAS ANDERSON & CO.

(Established 1826).

AUCTIONEERS AND COMMISSION MERCHANTS.

Business strictly Commission. All suction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and bats every

Thursday.

Thursday, Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 6m]

PROPOSALS. OFFICE U. S. ORDNANCE AGENCY, Corner Houston and GREENE Streets,

(Entrance on Greene, NEW YORK CITY, June 23, 1870. During the months of July and August, 1870. I shall, by authority of the War Department, receive sealed bids for the purchase from the U.S. Ordnance Department of PIG LEAD and LEAD BULLETS, as follows, deliverable at the points herein men-

on SATURDAY, July 23, 1870.
One hundred tons Lead Bullets, Frankford Arsenal.
Fifty
One hundred " " Waterviet "
Waterviet " One hundred " " Watertown " On SATURDAY, July 20, 1870.
One hundred tons Lead Bullets, Frankford Arsenal. Fifty " Watervliet " Watertown " Watertown "

One hundred " " Watertown "
On WEDNESDAY, August 3, 1870.
Two hundred tons Pig Lead, New York Arsenal.
Fifty " " St. Louis "
On WEDNESDAY, August 16, 1870.
One hundred tons Lead Bullets, Frankford Arsenal.
" " Pig Lead, New York "
Fifty " " " " St. Louis " On WEDNESDAY, August 17, 1870.

One hundred and fifty tons Pig Lead, New York Arsenal. Fifty tons Pig Lead, St. Louis Arsenal.
On WEDNESDAY, August 24, 1870.
One hundred and fifty tons Pig Lead, New York Arsenal.
One hundred tons Lead Bullets, Watertown Arsenal.
Fifty "Pig Lead, St. Louis Arsenal.
On WEDNESDAY, August 31, 1870.
Four hundred tons Pig Lead, New York Arsenal.
Fifty "St. Louis "St. Louis "
Proposals will be opened at 12 o'clock M. on the Arsenal.

days and dates herein specified, all bids to be accompanied by a certified check or draft on New York for five per cent. of the amount offered for. Bids must be endorsed "Proposals for Lead," and addressed to this office.

The Ordnance Department reserves the right to

reject any and all bids not deemed satisfactory, and may at its option accept bids for amounts in excess of the quantities advertised for sale. Thirty days will be allowed for the payment and removal of the Further information can be had on application to

this office.

Byt.-Colonel U. S. A., Major of Ordnance. FURNITURE, ETO. RICHMOND & CO ..

S. CRISPIN

FIRST-CLASS FURNITURE WAREROOMS

No. 45 SOUTH SECOND STREET. EAST SIDE, ABOVE OHESNUT, 6 11 PHILADELPHIA

URNITURE Selling at Cost,

No. 1019 MARKET Street. G. R. NORTH.

PURIFIERS. WATER

FARSON'S

New Patent Water Filter and Purifier

Will effectually cleanse from all IMPURITIES, and remove all foul taste or smell from water passed through it. In operation and for sale at the MANUFACTORY, No. 220 DOUK Street, and seld by House-furnishing Stores