LITERATURE.

REVIEW OF NEW BOOKS.

-The annual supplement to the "American Eucyclopedia," published by D. Appleton & Co., is one of the most interesting and valuable of the many year-books issued from the press. Each of these volumes is important in itself as a carefully prepared resume of all the important affairs of the world's history for a period of twelve months, while, as one of a series, it has a permanent value as a standard literary work.

The ninth volume of "The American Annual Encyclopedia," which has been sent us by James K. Simon, No. 29 S. Sixth street, gives the record for the year 1869, and in its pages are found very complete and satisfactory statements of political, military, and social affairs; important public documents. biographical sketches, commercial, financial, agricultural, and manufacturing statistics; and interesting papers on artistic, literary, and scientific subjects. With regard to the affairs of the United States, the work is very complete, and it gives full details of the revenue and expenditures of the Government; the measures taken to reduce the public debt; the modifications of the currency: the change in the system of taxation, with its effects upon individual interests; the banking system, with its expansions and contractions; the fruits of agriculture and the spread of trade and commerce; the proceedings in the Southern States towards permanent reconstruction: the various political commotions of the year, both National and State; the acts of the State Legislatures; the results of elections; the improvement of educational and charitable institutions under the care of the State Governments; the rapid extension of facilities of transportation, and the development of the resources of the several States. This will be sufficient to show the character

of the volume, which in all its departments fully sustains the reputation of the valuable series to which it belongs.

-Miss Anne Isabella Thackeray, although her first essays in authorship were undoubtedly aided materially by the great fame of her father, has succeeded in fairly establishing a reputation for herself as a graceful and genial writer of stories. Thackeray's style was essentially masculine, and it is scarcely remarkable that scarcely any trace of it are to be detected in the writings of the daughter, unless we except a certain quaint humor which has something of the flavor of the best works of the author of "The Newcomes" and "Pendennis," Miss Thackeray, however, has qualities of her own that entitle her stories to even more favorable consideration than they have yet received, and we are pleased. therefore, to see that Harper & Brothers have issued a complete edition of all her writings, in a large octavo volume of 425 pages. This contains "The Village on the Cliff," "From an Island." "Five Old Friends"-under which titles are included very graceful modernizations of the old stories of "The Sleeping Beauty in the Wood," "Cinderella," "Beauty and the Beast," "Jack the Giant Killer," and "Little Red Riding Hood"-"The Story of Elizabeth," "To Esther," "Out of the World," "Making Merry," "Iola," "Moretti's Campanula." and a number of short miscellaneous sketches. Most of these are already well known to those whose instincts lead them to the purest and best of the current fiction, and we commend the volume as containing much pleasant reading. Claxton, Remsen & Haffelfinger are the Philadelphia

Through Claxton, Remsen & Haffelfinger we have also received "Kilmeny," by William Black, Published by Harper & Brothers. This novel, the theme of which is suggested by the Ettrick Shepherd's beautiful poem of the same name, was received with unusual favor by the English reviewers. If not exactly original in idea and execution, it is at least something out of the common routine, and readers on this side of the Atlantic who are seeking for a new sensation in the line of fiction will find profitable amusement in the perusal of the pages of "Kilmany."

-The eighth part of "Lippincott's Universal Pronouncing Dictionary of Biography and Mythology" has been published, which brings the work down to the title "Cato." Among the more important definitions are "Julius Casar," a very complete and satisfactory sketch of the great founder of the Roman empire; "J. C. Calhoun;" "John Calvin," in which the editor very unnecessarily goes out of his way to defend the Genevan reformer for the part he took in the brutal murder of Servetus: "Thomas Campbell;" "George Canning," "Canova;" "Thomas Carlyle;" "Carnot." and "Lewis Cass."

-The thirty-fifth number of "Zell's Popular Encyclopedia" reaches the title "Library." This valuable work is rapidly being completed, and those who wish to possess it should subscribe at once. It certainly contains more valuable information than any work of the kind than has ever yet been put before the public at anything like the same

-Mark Twain's book, "The Innocents Abroad; or, the New Pilgrim's Progress," is just the thing for summer reading. It abounds in wit and humor of the liveliest description, and, as a sketch of travel in Europe and the East, it is certainly without an equal in the language. Persons going out of town, who want something entertaining for the seaside or the mountain top, ought to give this book a place in their carpet-bags, even at the expense of a change of linen, and they will more than get their money's worth before the summer is over. As a proof of the popularity of this book, it is only necessary to state that ever 70,000 copies have been already sold. D. Ashmead is the agent for this city.

-The July number of "Petersen's Counterfeit Detector and National Bank Note List," published by T. B. Peterson & Brothers, contains a great variety of important infor-mation on financial subjects.

-Divorces in Terre Haute are quoted dull and declining, with receipts of only eighteen appli-cations for the August term.

STRUGGLE WITH A BURGLAR.

He is Overpowered and Captured, but After-wards Escapes and is Again Captured. About 2 o'clock yesterday morning, says the St. Louis Democrat of Saturday, Captain William Currie, residing on McClure, beyond Grand avenue, was awakened by hearing a slight noise in the ball near the door of his room, which is situated in the second story of the house. Stepping quietly from the bed, the Captain opened the door and found himself face to face with a negro. The Captain at once grappled

with a negro. The Captain at once grappled with him, and, after a desperate struggle, succeeded in throwing and overpowering him.

The gentleman's brother, who was sleeping in an adjoining room, heard the struggle, and ran out in time to assist him. A consultation was held between the two, and as it was considered too great a distance to the police station to turn the prisoner over to the authorities that night, they decided to the bire and keep him till morning. decided to tie him and keep him till morning. He was accordingly led into the Captain's bedroom, while the brother started down stiars to

As soon as he left the room the burglar made another desperate effort to escape, and finally struggled with his captor through the window and out upon the porch, which he succeeded in throwing himself over, leaving a portion of his clottling in the hands of the Captain, who had held him with the tenacity of a buil-dog. After striking the ground the man picked himself up and ran like a deer. Although fired at four times by the younger Currie, who reappeared with a revolver, the fugitive escaped and disappeared in the darkness.

An examination of the premises showed that the rascal had entered the house by climbing upon the porch and passing through the Cap-tain's room. In doing so, the burglar secured the gentleman's fine Jurgensen watch, with which he afterwards escaped. The watch was presented to Captain Currie by the members of Merchants' Exchange in September, 1855, and bore on the inner case an inscription to that

During the afternoon yesterday the police succeeded in arresting a negro named J. B Clay, on whose person the missing watch was found. Another negro named Ross Williams was afterwards arrested, as it was found he had a slight pistol wound in the right shoulder, and it is supposed he is the man fired at while run-

POLITICAL. -The South Carolina Republican State Con-

vention, to nominate candidates for State offices, is to be held at Columbia July 26. -By proclamation of Governor Baldwin, the Legislature of Michigan will meet in special session July 27, to take action in reference to municipal aid to railroads. -Colonel Edward Crossland, a Confederate

officer, is the Democratic candidate for Congress in the First district of Kentucky.

On July 13 the Republicans of Colorado are to hold a Territorial Convention at Denver to nominate a delegate to Congress. The Demo-

cratic Convention is to be held July 26. -The Republican journals of South Carolina charge that Judge Carpenter, the Conservative and Reform candidate for Governor, made \$30,000 by the passage of a bill through the South Carolina Legislature known as the "Phosphate Bill."

The bar of West Tennessee held a meeting in Jackson recently, General Gideon J. Pillow acting as chairman, and issued a call for a convention in Nashville on July 11, to nominate candidates for Supreme Judges from each of the three grand divisions of the State, to be supported at the election in August,

-The National Democratic Resident Committee is now fully organized, with the Hon. Samuel J. Randall as President, to whom all communications may be addressed. Noah L. Jeffers is Secretary and the Hon. Thomas Swann Treasurer. All remittances are to be

made to the last named.

—The Republican Congressional Committee has completed its organization by making an Executive Committee, consisting of Senators Wilson, Rice, Cameron, Chandler, Sawyer, and Reprentatives Sargent, Logan, and Ketcham. Senator Wilson is made Chairman, Congressman Platt, of Virginia, Secretary, and Colonel J. H. Clendenning, Treasurer. Communications for the committee are expected to be ad-dressed to the Hon. J. H. Platt, M. C., Washing-

ton, D. C. -The following are the official footings from twenty-nin ecounties and the city of Chicago, for and against the Constitution, and the eight distinct propositions submitted each to a separate

vote of the people:—	ach to a se	parate
For.	Against.	Mai.
Constitution	11,279	42,335
Railroads	7.150	50,150
Counties	9,263	45,926
Warehouses57,098	7,029	50,069
County seats	12,011	40,601
Illinois Central Railroad 58,523	5,645	52,878
Minority representation 42,212	21.825	20,387
Subscription to railroads 53,783	10,117	43,665
Canale 59 994	9.089	43 145

Incidentals.

-Abbe Heylot's prize to the most virtuous woman in France has been won this year by Leontine Melin, a handsome blonde of eighteen. -A "three-year-old colt" in Buchanan county, Mo., is having a growth of deer's horns. There is a mystery in the way as to how his young

ideas were taught to shoot.

—A Kentucky sheriff has notified the tax-payers in his district that he is "tyred of dunning for taks," and that "taks-paiers ot to know tha ot to pay without biung dunesl."

-A Missouri newspaper claims that the hogs of that State are so fat that, in order to find out where their heads are, it is necessary to make them squeal, and then judge by the sound. —Mr. Minard of Morristown, who recently erected a large and handsome building on South street, as a home for orphan girls, at a cost of \$60,000, had an infant left at his residence a few

nights since, with a request to care for it.

—Now another scientific party, who has sat up night after night, and consumed gallon after gallon of kerosene, comes out and jubilantly declares that he has discovered a pleasant and comfortable route (on paper) to the North pole. -A Paris omnibus conductor of fascinating exterior has been in the habit of handing the pretty girls in his carriage thrilling billets-down with their change, and thus secures much cus-tom for his particular 'bus.

-Some of the posters which advertised the anti-coolie meeting in Boston last week were adorned with the figure of a Chinaman with balf-a-dozen rats hung to a stick resting on his

-Cincinnati claims to be the fourth manufacturing city in the United States, only New York, Philadelphia, and Boston excelling it. Last year the total manufactures in the city were \$119,-

140.89, employing 59,354 mechanics. -Charles Reade's new novel has a frontispiece representing a young man seated very close to a pretty girl, and the Louisville Journal says that "every time we look at this picture, and are told by the title-page to 'Put Yourself in his Place,' we feel most decidedly like taking the advice.

-An enterprising hotel-keeper at New London undertook to make a monopoly of the en-tertainment of General Grant during the Fourth-of-July visit of the President to that place. His plan was to shut the President up in his hotel, and invite a few of his select friends to see the "show." The people got wind of what was going on, however, and blocked the little game. The distinguished visitor was entertained by the

proper authorities. -Within the last twelve months a large num ber of people in New York have mysteriously disappeared; but since the free baths have been opened about nine-tenths of them have reappeared, and manyla bereaved family, restored to happiness, thank heaven for the power of

soap and water.

—A ludicrous incident occurred at Cheyenne —A ludicrous incident occurred at Cheyenne the other day on the arrival of the Pullman train from the East. A new hand had been employed to supply the cars with water, ice, etc., and proceeding to discharge his duties, elimbed to the top of a sleeping car, and opening the top of a ventilator, poured a bucket of water into it instead of the tank near it. A shower bath from a quarter not expected was the result, and the man learned where the tank wasn't by that excellent instructor, experience. cellent instructor, experience.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depet.

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

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

TRAINS LEAVE DEPOT. Mail Train
Paoli Accommodation, 10 A. M. & 12 50 and 7-10 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.

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

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

Sunday Train No. 1 leaves Philadelphia at 8:49

Sunday Train No. 1 leaves Philadelphia at 8:49 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 8:40 P. M.; arrives at Paoli at 7:40 P. M.; arrives at 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.; arrives at Philadelphia at 6:10 P. M.

Parkesburg Train . . . 9 00 A. M. Fast Line and Buffalo Express . . . 9 35 A. M. Lancaster Train
Erie Express
Lock Haven and Elmira Express
940 P. M.

Lock Haven and Elmira Express 940 P. M. Pacific Express 1220 P. M. Harrisburg Accommodation 940 P. M. For lurther information apply to JOHN F. VANLEER, Jr., Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. 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,
429 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
TRACE Affect May 16, 1879.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7:00 A. M. (Accommodation) for Fort Washing-

At 7.35 A.M. (Express), for Bethlehem, Easton, Al-At7'36 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicego, San Francisco, and all points in 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 Mountaie, and N. J. Central and Morris and Essex Kailreads.

Railreads.
11 A. M. (Accommodation) for Fort Washington.
1-15, 3 30, and 5-20 P. M., for Abington.
1-45 P. N. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. 2 to P. M. (Accommodation) for Doylestown.

At 3-20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4-15 P. M. (Mail) for Doylestown.

5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6-20 P. M. (Accommodation) for Lansdale.

8-00 and 11-30 P. M. (Accommodation) for Fort

Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines Uity Cars run to the Depot.
TKAINS ARRIVE IN PHILADELPHIA FROM
Betblehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and Doylestown at 8-25 A. M., 4-40 and 7-05 P. M.

Lansdale at 7.30 A. M. Fort Washington at 9.20 and 11.20 A. M., 3.10 and

P46 P. M.
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 7-00 P. M. Loylestown for Philadelphia at 6-80 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. 106 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, 4½, 5-06, 5½, 6, 6½, 7, 8, 9, 10-06, 11,
12 P. M.

12 P. M.
Leave Germantown 6, 6.55, 7%, 8, 8.20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 16, 11 P. M.
The 8.20 down train, and 3% and 5% up trains, will not stop on the Germantown Branch.
ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2, 4.05, 7, and 10% P. M.

10% P. M. Leave Germantown at 8½ A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 3½, 5½, 7, 9, and 11 P. M.
Leave Chesnut Hill 7-10, 8, 9-40, and 11-40 A. M., 1-40, 3-40, 6-40, 6-40, 8-40, and 10-40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 6-40, and 9-25 P. M. 9-25 P. M.
Passengers taking the 6-55, 9 A. M., and 6 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

FOR CONSHOHOCKEN AND NORRISTOWN.

Station.
FOR CONSHGHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
3, 4%, 4, 6½, 6½, 8°06, 10, and 11% P. M.
Leave Nerristown 5½, 6°26, 7, 7%, 8°50, and 11 A.
M., 1%, 3, 4½, 6¾, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
FOR MANAY UNK.
Leave Philadelphia 6, 7½, 9, and 11°05 A. M., 1½,
8, 4½, 5, 6½, 6%, 8°05, 10, and 11% P. M.
Leave Manayunk 6, 6°55, 7%, 8°10, 9°20, and 11½
A. M., 2, 3½, 6, 6%, 8%, and 10 P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia 9 A. M., 1½, 6% and 9½ P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 6% A. M.
The 7% A. M. train from Norristown will not stop at Mogeo's, Potts Landing, Domino, or Schur's
Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wiesinoming, Manayunk,
Green Tree, and Conshohocken.
Passengers taking the 7, 9°05 A. M. and 6½ P. M.
trains from Nipth and Green streets will make close connections with the trains for New York at Intersection Station.
The 9% A. M. and 6 P. M. trains from New York connect with the 1 and 8 P. M. trains from Germantown to Nipth and Green streets.
6 20
W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on

arrival of trains from Baltimore.

OXFORD at 6:05 A. M., 10:35 A. M., and 5:30 P. M.
CHADD'S FORD at 7:25 A. M., 12:00 M., 1:30 P. M.,
4:35 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 hundred
dollars unless a special contract is made for the
same.

HENRY WOOD,
General Superintendent.

READING RAILEOAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

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

MORNING ACCOMMODATION.

At. 7-80 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 8-28 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 8:16 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston. York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Raliroad 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 Raliroad trains for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:39 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 6-15 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.

Participal Leaves Philadelphia at 16-25 P. M. and Returning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 7 55 P. M., and at Pottsville at 9.40 P. M.
Morning Express trains for Philadelphia leave
Harrisburg at 8.10 A. M., and Pottsville at 9 A. M.,
arriving in Philadelphia at 1 P. M. Afternoon
Express trains leave Harris-burg at 2.50 P. M., and
Pottsville at 2.60 P. M., arriving at Philadelphia at

100 P. M. Harrisburg Accommodation leaves Reading at 7.15 A. M. and Hairisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.85 P. M., arriving in Philadelphia at 9.25 P. M.

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

All the above trains run daily, Sundays exercted 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 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 6-15 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:80, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 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

points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 13:00 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 1:46 and 10:05 P. M., and connecting at Harrisburg with Pennsylvanta and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pitteburg at 5:26 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 Pitteburg 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 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tree out at 6:25 A. M. and 5:06 P. M.

and from Tree out at 6 25 A. M. and 5 06 P. M.

TICKETS.

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

and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation

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.

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

tween all points, at \$47'00 each, for families and

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

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

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

streets.

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

MAIL's close at the Fhiladelphia Post Office for all places on the road and its branches at 5 A. M., ard for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 485 A. M., 1230 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. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

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.

6-55 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. 4:45 P. M. for West Chester stops at all stations west 445 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. 5-80 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.
FOR PHILADELPHIA.
5-25 A. M. from B. C. Junction stops at all stations.
6-30 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.

8'15 A. M. from B. C. Junction stops at all stations.

10'00 A. M. from B. C. Junction stops at all stations.

10'00 A. M. from B. C. Junction stops at all stations.

1'05 P. M. from B. C. Junction stops at all stations.

1'05 P. M. from West Chester stops at all stations.

4'05 P. M. from West Chester stops at all stations,

connecting at B. C. Junction for Oxford, Kennett,

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

6'05 P. M. from West Chester stops at all stations,

connecting at B. C. Junction with P. & B. C. R. R.

9'00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

mences running on and arter 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.
2-36 P. M. for West Chester stops at all stations.
4-30 A. M. from West Chester stops at all stations.
7-56 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.

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

to New York and Way Places.

FROM WALBUT STREET WHARP.

At 6:30 A. M., Accommodation, and WP. 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 RAILBOAD.

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 6-20 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, 8:26, and 5 P. M. for Trenton. At 6.30, 8, and 10 A. M., 12 M., 2, 3.30, 6, 6, 8, 8nd 11.30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6.30 and 10 A. M., 12 M., 3.30, 8, 6, 8, and 11.30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6:30 and 10 A. M., 12 M., 6, 6, 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 10:45 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junetion.
At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junetion.
At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

PROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and attil: 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, 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.

12 night. BELVIDERE DELAWARE RAILROAD LINES At 7.80 A. M. for Niagara Falls, Buffalo, Dun-At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, 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.

CANLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

PROM 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,
Masenville, Hainesport, and Mount Holly.
At 7 A. M., 2-15 and 6-30 P. M. for Lumberton and
Nedford

At 7 and 9 A. M., 1, 3 30, and 6 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemterton.
At 7 and 10 A. M., 1 and 8-30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystewn, Sharon, and Hightstown.
The 7 A. M. and 3:30 P. M. Lines leave from Wal-

nut street wharf.
July 6, 1870. WM. H. GATZMER, Agent. PHILABELPHIA, WILMINGTON, AND BAL-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 Rail-road, at Delmar with Eastern Shore Railroad, and

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

Express Train at 4 P. M. (Sundays excepted), for Bailmore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11:20 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:90 A. M., 2:30, 5:00, ant 7:00 P. M. The 5:00 P. M. train connects with Dela-7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate

stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, 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 645 A. M. and 400 P. M. will connect at Lamokin Junction with the 700 A. M. and 420 P. M. trains for Baltimere Con-

P. M. will connect at Lamokin Junction with the 7-70 A. M. and 4-30 P. M. trains for Baltimere Conral Railroad.

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

SUNDAY THAIN 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, leit West Grove at 3-55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

YEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE
BETWEEN NEW YORK AND PHILADEAPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN

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-

at 6'45 A. M. Accommodation and 4 30 P. M. Ex-

press.

LEAVE PHILADELPHIA.

from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.

The NARRAGANSET T 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

"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

Tun as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wazhington avenue—
For PORT DEPOSIT at 7 A. M., and 4:30 P. M.
For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M. 7 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 42 AUD FION SALES,"

M. S. FOURTH STREET, NOS. 139 AND 141 Sale at the Auction Rooms,
SUPERIOR HOUSEHOLD FURNITURE, PIANOS,
CABINET ORGAN, MIRRORS, FTRE-PROOF
SAFES, BEDDING, BOOKCASES, SID SECARDS,
CHANDELIERS, STOVES, FINE CARPETS, ETC.
On Thursday Morning,
July 14, at 9 o clock, at the auction rooms, by
catalogue, about 600 lots superior household furniture, etc. etc.
7 12 92

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

Sale at the Auction Rooms, No. 704 Chesnut a reet.
SUPERIOR HOUSEHOLD FURNITURE AND
OTHER GOODS,
From families declining housekeeping or removing.
On Wednesday Morning,
July 18, 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 carp ats; feather
beds; cigar pompey; 2 oleaders; 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 lota 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-

day.

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.

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 purchasers.

BY BARRITT & CO., AUCTIONEERS.

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MAPKET street, corner of Bank street. Successors to John B. Myers & Co.

O S E P H P R N N E Y,
AUCTIONEER,
No. 1307 CHESNUT PTREET. [6 28 tf IN LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKY.
THOMAS ANDERSON & CO. AUCTIONEERS (Ratablished 1898).

AUCTIONEERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclusively for each sively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats evers hursday. Regular auction sales of dry goods, clothing, carpots ctions, etc., every Wednesday and Thursday. [3 19 6m

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD. SHORTEST ROUTE TO THE SEA SHORE. THROUGH IN 13 HOURS.

FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FARRY as follows:— Express (through in 1% hours)... Atlantic Accommodation. 6-96 A. M. An extra Express Train (through in 1% hours) will leave Vine Street Ferry every Saturday, at 2 P. M.
Returning, leave Atlantic City, Monday, 940 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 Jeave

Haddonfield at 7:15 A. M., 1 P. M., and 3 P. M.
Atco, at 6:22 A. M. and 12:15, noon.
ON SUNDAYS.

street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destina-Additional ticket offices have been located at No. 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 D. H. MUNDY, Agent.

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

WESTWARD.

WESTWARD.

WESTWARD.

WILLIAM 10 10 20 P. M.

WILLIAM 10 10 20 P. M.

WILLIAM 10 10 20 P. M.

ATRIVES at Eric . 7.49 P. M.

ERIE EXPRESS leaves Philadelphia 10.50 A. M.

WILLIAM 10.50 A. M.

ELMIRA MAIL leaves Philadelphia . 7.25 A. M.

WILLIAM 10.50 A. M.

BALD EAGLE MAIL leaves Williams. " port - - 1.30 P. M. Haven . . 2.45 P. M.

Haven - 245 P. M.

BASTWARD.

MAIL TRAIN leaves Erie - 8-50 A. M.

Williamsport - 9-26 P. M.

BRIE EXPRESS leaves Erie - 9-00 P. M.

Williamsport 8-16 A. M.

Williamsport 8-16 A. M.

" arrives at Philadelphia 6-30 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 - 5-20 A. M.

" arrives at Philadelphia 9-25 A. M.

BALD EAGLE MAIL leaves I. Haven 11-36 A. M.

" arr. Williamsport 12-50 P. M.

BALD EAGLE EX. leaves Lock Haven 9-35 P. M.

" arr. Williamsport 10-50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with

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,

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., Woo dbury Accommodation.
2:15 P. M., Accommodation for Cape May, Millville, Vineland, 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 7:16
A. M.: returning, leaves Cape May at 5:10 P. M.
Commutation tickets at reduced rates between
Philadelphia and all stations.
Cape May Season Tickets, good for four months
from date of purchase, \$60. Annual Tickets, \$100.
Freight 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,
Salem, and Bridgeton.
Freight received in Philadelphia at second
covered wharf below Wainut street.
Vreight delivery at No. 228 S. Delaware avenue.
8 16

WM. J. SEWELL, Superintendent.

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

THE HAVE BUY BEIGHTS OF BYAN MY STREET STREET, STREET,