NEW-YORKISMS. om Our Own Correspondent.

NEW YORE, July 20, 1870.

Thermometrical Disease. do not believe the motive exists which could duce me to apply to the weather that adjective. pressive of an intolerable degree of incandesnce, which a pleasing tradition ascribes to Mr. enry Ward Beecher at the commencement of a mon, one sweltering summer day. So, with o dictionaries of the English language lying fore me, with Webster ebbing on one side and presster flowing on the other. like a vernacular lantic and Pacific, I disdain the puny monolable whose component parts are an a, an m, n, an e, and a d at either end. I repose the naked majesty of the announceent. "It is hot." I knew a scornful creare once whose turned-up nose, sneering lips, d shrugged shoulders might have become the age of Scorn's own self. Nothing could make t man hot. He used to walk down to his ice of a July morning in his winter flannels, alizing the perfection of coolness to a degree which a cucumber would be a trite figure of eech indeed. Not a drop beaded itself upon his ow, and the touch of his hands was as dry and cool as a leaf at dawn with the dew brushed . The only perspiration that man could ever ve suffered from must have been a cold one, d I believe if he had died then he would have pt without ice all through the dog-days. But an evil hour he took the advice of a friend a! ha!), and bought a thermometer, and has wer had in summer time a dry day since. hat thermometer used him up. have seen him break out into streams of rspiration while looking at it. "By the eter-I snakes," he used to exclaim, "if it ain't 107 the shade!" and off would go a coat. Five inutes after, feeling the atmosphere near me owing with a sudden accession of florid heat, would turn around and would behold his face imson with heat and horror. "Great heavens, got to 105!" he would scream, and off would a vest and collar, and so on until he had duced himself as near to a state of nature as e prejudices of civilization permitted. Believe , my friends, this thermometrical manla is a ndrance, not a help, in hot weather. It is like ne's Holland shades happen to reflect a yellow

agining oneself into the jaundice because ast upon the features. If you can't hile away the heat in some sweet green rotto, sipping those "gentle American drinks" at the author of "Lothair" praises, don't buy tube with quicksilver in it, and mercurialize urself into a state in which the opinion of the oroner's jury over you shall be epitomized the sentence, "Cause of death, suicide; move, height of the thermometer."

A Female Advertising Agency. New 1 ork now possesses a firm of Wall street ekeresses, a feminine tea company, whose ecise locality at present escapes me, and an vertisement agency consisting entirely of omen at No. 5 Frankfort street. The firm onstituting the agency runs a newspaper, and nsists of Fraulein Meta Volkmann, Ma-lide Wendt, and Miss Susy Smith. The olkmann and the Smith beat up advertisers, ie Wendt, as being the most sedate of the ree, sits behind the counter, and keeps the oks and her own counsel. The references ey offer are the most startling contrast of ceshery and radicalism. The ladies who do he canvassing, together with the six or eight irls who assist them, are said be absolutely irresistible. How are you be "governed by your better reason" when a ung lady looks you into giving her one hunred lines for three months? or have you any etter reason at all than that of obliging a very bgical but pretty woman who literally talks into your first step towards ruin by perding you to go against your own convictions right? It is comparatively easy to say "no" the hulking fellow who comes to make his cavy percentage out of your pliability; but the vide realm of language contains no such denial or the pretty, pleading creature who says so witchingly, "You will advertise with us, won't ou?" and adjures you out of a mouth that ooks as sweet as a pink cream-caramel. Our Devoted Police Superintendent. All sorts of stories are circulated with respect o Police Superintendent Jourdan, the causes of is resignation (which has since been withirawn), the humbug and duplicity that are at he bottom of it, and the eccentric means by which the Superintendent informs himself of the oings-on among the choice slums of the city. t is said, for instance, that the Superintendent ever meant to resign; that his pretended resigation was merely a clever piece of stage effect, he aim of which was to awaken public sympathy in his behalf, and exact from the Board of Commissioners the power of detail. It is asserted that John Jourdan, being a born politician, is assuming the injured role merely as a usiness stroke, so as to order captains, sergeants, roundsmen, and patrolmen here and there at his pleasure, and manipulate at will the 2500 men composing the force. It is insinuated that at strange hours of the day and night he makes the round of the city in as many disguises as the Caliph of Bagdad. Now he is disguised as a drunken sailor, now as a soap-fat boiler, now as a diamonded negro-minstrel out of work, now as a beggar with a crutch. If in any of hese letters I have wasted any sympathy upon he Superintendent, all I have to say is that I am glad of it. The pleasure of placing confidence in worthless people, and finding that your magnanimity was ill bestowed and you were cruelly deceived, is too precious a one to be lightly parted with. In a note dated Monday the Superintendent withdrew his resignation in note worded with all the cunning reticence of

every fine evening except Saturday at one of the parks, and on Saturday afternoon at the Central Park. Yet only in the last-named pleasure ground do any of the benches provided have backs. For tired people to listen to music standing, or in a state of collapse on backless benches, is a cruel sarcasm. There is no reason why "some one" shall not make humanity a means of business, and let out seats at a low rate, as they do in the parks of London and ALI BABA. Paris.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD.

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

Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches-nut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders loft at No. 901 Chesnut street, or No. 116 Market street, will receive attontion.

TRAINS LEAVE DEPOT.

TEAINS LEAVE DEFOT. S'00 A M. Paol Accommodation, 10 A. M. & 12:50 and 7:10 P. M. 12:30 P. M. Fast Line 12:00 P. Eric Express 11:00 A. Harrisburg Accommodation 2:30 P. 2.30 P 4.10 P Harrisburg Accommodation Lancaster Accommodation Parkesburg Train Cincinnati Express Erie Mail and Pittsburg Express 6.30 F - 10.30 P day night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg. Uncinnati Express leaves daily. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M. at No. 116 Machaet streat

Market street. Sunday Train No. 1 leaves Philadelphia at 8:49 A. M.; arrives at Facil at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-rives at Facil at 740 P. M. Sunday Train No. 1 leaves Facil at 650 A. M.; arrives at Philadelphia at 850 A. M. Sunday Train No. 2 leaves Facil at 450 P. M.; arrives at Philadelphia at 610 P. M.

Philadelphia Express 6:30 A. M. Erie Mail 6:30 A. M. 8:30 A. M. Paoli Accommodat'n, 8:20 A. M. 8:30 & 6:40 P. M. Parkesburg Train 9:00 A. M. Fast Line and Buffalo Express 9:35 A. M. Lancaster Train 11:55 A. M. Erie Express 6:40 P. M. Erie Express 9:40 P. M. Pacific Express 9:40 P. M. Harrisburg Accommodation 9:40 P. M. For turther 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.

SAMUEL H. WALLACE, Ticket Agent at the Depot, The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATT, 429 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD N ORTH PENNSYLVANIA RAILROAD-N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN FENNSYLVANIA, 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:-

excepted), as follows:-7 00 A. M. (Accommodation) for Fort Washing-

ton. At 7:85 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-bert Chlorosce, San Connection with the Cleveand # 50 P. M., returning from Tamaqua at 8:85 A. land, Chicago, San Francisco, and all points

RAILROAD LINES.

R EADING RAILROAD-GREAT TRUNK LINE from Philadelphia to the interior of Penn-sylvania, the Schuylkill, Susquehanna, Cumber-land, and Wyoming Valleys, the North, North-west, and the Canadas. SPRING ARRANGEMENT Of Passenger Trains, May 16, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadeiphia, at the following

hours .- MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-ing at 6:35 P. M.: arrives in Philadelphia at 9:25 P.M.

ing at 635 P. M.: arrives in Philadelphia at 925 P.M. MORNING EXPRESS. At 835 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falls, Buf-falo, Wilkesbarre, Pittston, York, Carlisie, Cham-bersburg, Hagerstown, etc. The 730 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 835 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at FORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuyikili and Susquehana trains for Northumberland, Williamsport, York, Cham bersburg, Pinegrove, etc. AFTERNOON EXPRESS.

AFTERNOON EXPRESS. Leaves Philadelphia at 3'80 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Read ing and Columbia Railroad trains for Columbia, etc POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 625 A. M., stopping at in-termediate stations; arrives in Philadelphia at 840 A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 615 P. M.

M.; arrives in Potistown at 6:15 P. M. READING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:80 A. M. and 6:85 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.; ar-rives in Reading at 7:85 P. M., and at Pottsville at 9:40 P. M.

940 P. M. Morning Express trains for Philadelphia leave Morning Express trains for Philadelphia feave Harrisburg at \$10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 250 P. M., and Pottsville at 250 P. M., arriving at Philadelphia at

7.00 P. M. Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connect-ing at Reading with Afternoon Accommodation Fouth at 6.35 P. M., arriving in Philadelphia at

925 P. M. Market train, with a passeeger car attached, leaves Philadelphia at 1230 noon, for Reading and all way stations; leaves Pottsville at 540 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays ex-

cepted. Sunday trains leave Pottsville at 8 A. M., and Leave Philadelphis Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 3:16 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 Pathcade

Railroads. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points, take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:16 P. M. PERKIOMEN RAILROAD. PASSENGERS for Schwenksville take 7:30 A. M., 12:30, 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 Perkiomen Valley connect with trains at COLEBROOK DALE RAILROAD.

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:50 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Kallroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. COLEBROOKDALE RAILROAD.

 Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 555 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.
 A Mail train for New York leaves Harrisburg at 8'10 A. M. and 2'50 P. M. Mail train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.
 Trains leave Pottsville at 6'30 and 11'30 A. M., and e'50 P. M., returning from Tamaqua at 8'85 A. more, etc.

RAILROAD LINES.

1870.-FOR NEW YORK-THE CAMDEN ton Railfroad Companies' lines from Philadelphia to 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., Ex-press, via Camden and Amboy, and at 5 A. M., Ex-press Mall, and 3:30 P. M., Accommodation, via Camden and Jersey City. VIA NEW BERSY SOUTHERN RAILROAD. At 7 A. M. and 8:30 P. M. for New York, Long Branch, and Intermediate places.

At 6 P. M., for A mboy and intermediate stations. At 6 SO 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 8 and 10 A. M., 12 M., 2, 3'30, and 5 F. M. for Trenton. At 6'80, 8, and 10 A. M., 12 M., 2, 3'30, 5, 6, 8, and 11'80 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco. and Riverton. At 6'30 and 10 A. M., 12 M., 3'30, 5, 6, 8, and 11'80 P. M. for Edgewater, Riverside, Riverton, and Dalmura.

and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:80 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street

Ferry (upper side). BROM KENSINGTON DEPOT. At 7:30 A. M., 2:30, 2:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol

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 Junction.
 At 7 A. M., 12:30, 515, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
 At 7 and 10:45 A. M., 12:30, 2:30, 515, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and

Frankford. FROM WEST PHILADELPHIA DEPOT.

Via Connecting Railroad. At 7 and 9-30 A. M., 12-45, 6-45, and 12 P. M., New York Express Lines, and at 11-30 P. M., Emigrant Line, via Jersey City. At 7 and 9:30 A. M., 12:45, 5:45, and 12 P. M. for Trenton and Bristol.

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

BELVIDERE DELAWARE RAILROAD LINES At 730 A. M. for Nisgara Falls, Buffalo, Dun-

At 730 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc. At 730 A. M. and 330 P. M. for Scranton, Strougsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate

stations CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS. FROM MARKET STREET FERRY (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., 2'16 and 6'30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 8 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemterton. At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-

herstown. At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Im-laystown, 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.

July 6, 1870. WM. H. GATZMER, Agent. PHILAPELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.— TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:— Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junctlen and Breakwater Railroad. rington with Junction and Breakwater Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchestor and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

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

RAILROAD LINES. CAMDEN AND ATEANTIC RAILROAD.

Leave Vine Street Ferry every Saturday, at 9 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.

Additional ticket offices have been located at No. 525 Chesnut street and No. 116 Market street for the

Additional street and No. 116 Market such as a sale of through tickets only. Passengers are allowed to take wearing apparel only as baggage, and the Company will not be re-sponsible for an amount exceeding one hundred dollars, unless a special contract is made for the same, D. H. MUNDY, Agent.

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:-

Haven - - 2.45 P. M.

diplomatic rhetoric. Horse-Hoods.

I do not know whether the fashion is absolutely new or not, but I perceive that in New York the decoration of horses with sun-bonnets is being carried on this summer with an elaboraion that bids fair to convert the manufacturing of them into a separate branch of business. Bucepalus' bonnet-which is in fact a hat-is made of various kinds of cloth, is elevated about an inch above the equine head, so as to allow a free assage of air between, and covers the space beween the animal's ears, by which appendages is kept in its place by means of two holes, that give lodgment to those organs. With horses of ton and acknowledged position in the fashionable world, these hats are sometimes very elegant and costly affairs, made of expensive materials, and edged with pretty fringes. I will not even peril my reputation for veracity by swearing that the invention is a New Yorkism. But it sounds like it, and looks like it, and so I have given it place.

" How Some One Might Make Money. Why does not that respondent some one, who is always forthcoming in exigencies, loom up in the public parks on music days and earn a decent little sum by letting out chairs or campstools, or something comfortably sedentary, at three or five cents each? The music hours now last from six until eight, and are to be enjoyed

Iand, Chicago, San Francisco, and all points in the Great West. 8 25 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountaire, and N. J. Central and Morris and Essex Railroads. 11 A. M. (Accommodation) for Fort Washington.

14 A. M. (Accommodation) for Fort Washington. 145 B. 30, and 520 P. M., for Abington. 145 P. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Stikes-barre, Pittston, and Hazleton.

barre, Pittston, and Hazleton.
236 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 11-20 P. M. (Accommodation) for Fort Washington.

Washington. The Flith and Sixth streets, Second and Third streets, and Union Lines Oity Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10.35 A. M.; 2.15, 5.05, and

25 P. M. 20 P. M. Doylestown at 6:25 A. M., 4:40 and 7:05 P. M. Langdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 and

9'45 P. M.

 ¹⁴⁵ 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 Loylestown at 2.00 P. M. Philadelphia for Fort Washington at 8:30 A. M.

and 7.00 P. M. Doylestown for Philadelphia at 6'30 A. M. Bethlehem for Philadelphia at 4'00 P. M. Fort Washington for Philadelphia at 9'30 A. M.

and 5'10 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.

PHILADBLPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. On and after MONDAY, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 5:05, 5%, 6, 65%, 7, 8, 9, 10:05, 11, 12 P. M.

12 P. M. Leave Germantown 6, 6⁵65, 7½, 8, 8^{•20}, 9, 10, 11, 12 A. M., 1, 2, 8, 3½, 4, 4½, 6, 5½, 6, 5½, 7, 8, 9, 10, 11 P.M. The 8^{±20} down train, and 2½, 5½, and 5½ up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 5½ A. M., 2, 4^{•05}, 7, and 10½ P. M.

10% P. M. Leave Germantown at 8% A. M., 1, 3, 6, and 9%

CHESNUT HILL RAILROAD.

Louve Philadelphia 6, 8, 10, and 12 A. M., 23, 834, 55, 7, 9, and 11 P. M. Leave Chesnut Hill 7.10, 8, 9.40, and 11.40 A. M.,

Leave Chesnut Hill 1740, 5, 9 40, and 11 40 A. M., 140, 340, 540, 649, 840, and 1040 P. M. ON SUNDAYS. Leave Philadelphia at 94 A. M., 2 and P. M. Leave Chesnut Hill at 750 A. M., 1240, 540, and

Passengers taking the 6.55, 9 A. M., and 614 P. M. trains from Germantown will make close connecions with the trains for New York at Intersection

Station. FOR CONSHOHOOKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 8, 4%, 6, 5%, 6%, 80, and 11% P. M. Leave Norristown 5%, 6°25, 7, 7%, 8°50, and 11 A. M., 1%, 3, 4%, 6%, 8, and 9% P. M. ON SUNDAYS. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Norristown 7 A. M., 1, 5%, and 9 P. M. FOR MANAYUNK. Leave Philadelphia 6, 7%, 9, and 11°55 A. M., 1%

FOR MANAY UNR. Leave Philadelphia 6, 734, 9, and 11:05 A. M., 134, 3, 44, 5, 534, 64, 8:00, 10, and 114 P. M. Leave Manayunk 6, 6:55, 75, 6:10, 9:20, and 1134 A. M., 2, 334, 6, 634, 834, and 10 P. M. ON SUNDAYS.

ON SUNDAYS. Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk 7% A. M., 1%, 6% and 9% P. M. PLY MOUTH RAILROAD. Leave Philadelphia 5 P. M. Leave Plymouth 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, Wissinoming, Manayunk, Green Tree, and Conshohocken. Green Tree, and Conshe locken.

Passengers taking the 7, 906 A. M. and 614 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at In-

The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from New York mantown to Ninth and Green streets. 6 20 W. S. WILSON, General Sup't.

M., and 140 and 4 50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 555 A. M. for Finegrove

and Harrisburg, and at 12'05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 8 40 P. M., from Brookside at 3 45 P. M.,

and from Tremont at 6.25 A. M. and 5.05 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

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

Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate 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. Nicolis, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent.

ount, between any points desired, for families and firms MILLAGE 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, CLERGYMEN residing on the line of the road

will be furnished with cards entiting themselves and wives to tickets at half fare. EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streats.

streets FREIGHT,-Goods of all descriptions forwarded

FREIGHT.-Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 6 A. M., and for the principal stations only at 2 16 P. M. FREIGHT TRAINS leave Philadelphia daily at 4°36 A. M., 12°30 noon, 6 and 7°16 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

Lebanon, Harnsberg and Express will collect 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-ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will reave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows :-- FROM PHILADELPHIA.

645 A.M., for B. C. Junction, stops at all stations. 715 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-st 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 working on pad start lung 1. 1570 strong on the state stops of a state s

running on and after June 1, 1870, stopping at all stations. 55 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 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), con necting at B. C. Junction for Oxford, Kennett, Port Concett and all stations on the P. & B. C. ort Deposit, and all stations on the P. & B. C.

R. R.
8'15 A. M. from B. C. Junction stops at all stations.
10'00 A. M. from West Chester stops at all stations.
1'05 P. M. from West Chester stops at all stations.
1'05 P. M. from West Chester stops at all stations.
1'05 P. M. from West Chester stops at all stations.
1'05 P. M. from West Chester stops at all stations.
connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6'05 P. M. from West Chester stops at all stations.
connecting at B. C. Junction 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 com-mences running on and after June 1st, 1570, stop-mong at all stations.

ping at all stations. ON SUNDAYS, ON SUNDAYS, 6-05 A. M. for West Chester stops at all stations, con-necting at B. C. Junction with P. & B. C. R. R. 2:30 P. M. for West Chester stops at all stations. 4:30 A. M. from West Chester stops at all stations. 7:50 P. M. from West Chester stops at all stations. 7:50 P. M. from West Chester stops at all stations. Connecting at B. C. Junction with P. & B. C. R. R. W. C. WHERLER, Sup't,

BEST AVAILABLE

Batimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stenmer's Run. and Sten.mer's Run.

and Stenmer's Run. Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia. Passengers for Fortress 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 Dela-ware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 4.00 P. M. will connect at Lamokin Junction with the

A. M. and 4 30 P. M. trains for Baltimore Cenral Railroad. PORT DEPOSIT at 925 A. M. and 926 F. M., arrival of trains from Baltimore. OXFORD at 605 A. M., 1035 A. M., and 530 P. M., CHADD'S FORD at 726 A. M., 1300 M., 130 P. M., 445 P. M., and 649 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the Barne, Congral Superintendent.

ral Railroad. From Baltimore to Philadelphia.—Leave Balti-more 7-25 A. M., Way Mail; 900 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. (In Sundays, leave Philadelphia for West Grove

wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, leit West Grove at 8:55 P. M. Through tlokets to all points West, South, and Southwest may be procured at tloket 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.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning AN EXPRESS TRAIN

in the Afternooon from each end of the route. THE EXPRESS TRAIN

will be furnished with SPLENDID PALACE CARS.

NO CHANGE OF CARS NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HGOK. 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. Express.

press. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-monation and 8:30 P. M. Express. The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" flave been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and South make the connection between New York and Sandy

Hook.

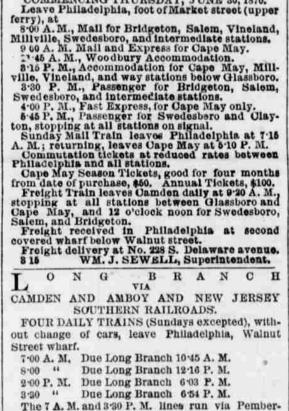
For particulars as to connections for TOM's RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides." 627 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will

ington avenue-For PORT DEPOSIT at 7 A. M. and 4:30 P. M. For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and

7 P. M. Train leaving Philadelphia at 7 A. M. connects at 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 Junc-tion with WILMINGTON & READING R. R. 43



49

8

TOWER OLOCKS.

J. EDGAR THOMSON.

Superintendent. 1 27 wfm 6m

COPY

STOVES,

MARBLE OLOOKS.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO

DIAMOND DEALERS & JEWELERS.

WATCHES, JEWELRY & SILVER WARE.

WATCHES and JEWELRY REPAIRED.

Ladies' and Gents' Watches,

AMERICAN AND IMPORTED.

Of the most celebrated makers.

FINE VEST CHAINS AND LEONTINES,

In 14 and 18-karat.

Solid Silver-Ware for Bridal Presents, Table Cut-lery, Plated Ware, etc. 115 fmwj

WILLIAM B. WARNE & CO.,

B

4 12 12m

WILLIAM D. Wholesale Dealers in WATCHES AND JEWELRY, S. E. corner SEVENTH and CHESNUT Streets S. E. corner SEVENTH and International Streets

BRONZE OLOOKS.

8 20] Second floor, and late of No. 85 S. THIRD St.

CLOCK8.

COUCOU CLOCKS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOW-WARE

COMPANY, PHILADELPHIA. IRON FOUNDERS. Generation

Successors to

North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson, manufacturers of

FOUNDRY, SECOND and MIFFLIN Streets. OFFICE, No. 209 N. SECOND Street. FRANKLIN LAWRENCE, EDMUND B. SMITH

HEAVY HOLLOW WARE.

TINNED,

VIENNA REGULATORS.

AMERICAN LOOKS

General Manager, JAMES HOEY,

Treasurer.

DIAMOND and other Jeweiry of the latest designs. Engagement and Wedding Rings, in 18-karat and

802 Chestnut St., Phila-

General Superintendent.

WEST JERSEY RAILROADS.

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

out change of cars, leave Philadelphia, Walnut Street wharf.	WALNUT AND PINE.		
7:00 A. M. Due Long Branch 10:45 A. M. 8:00 " Due Long Branch 12:16 P. M. 2:00 P. M. Due Long Branch 6:03 P. M. 3:30 " Due Long Branch 6:54 P. M. The 7 A. M. and 3:30 P. M. lines run via Pember- ton; 8 A. M. and 2: P. M. lines run via Freehold. Palace Cars attached to 3:30 P. M. line. Fare Philadelphia to Long Branch, \$2:50. 7 12:25t W. H. GATZMER, Agent. THE PHILADELPHIA AND BALTIMORE CEN- TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9:25 A. M. and 4:25 P. M., on	1870 SEASONED POPLAR. ASH. WHITE OAK PLANK AND BOARDS, HICKORY.		
	1870 _{s1}	CIGAR BOX MAKERS' CIGAR BOX MAKERS' PANISH CEDAR BOX BOARI FOR SALE LOW.	,1870
	1870	CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING.	1870
arrival of trains from Baltimore.	10=0	CEDAP SHINGLES	1000

AUD FION SALES,

M. S. FOURTH STREET. NOS. 159 AND 148

Sale at the Auction Rooms. SUPERIOR HOUSEHOLD FURNITURE, PIANO, Mantel and Pier Mirrors, Fire-Proof sale, Bed-ding, China, Giassware, Refrigerators, Stoves, Fine Carpets, Etc. Etc. On Thursday morning, July 24, about six hundred lots superior household furniture, comprising a general assortment. 7 19 21

Sale by order of the Chief Commissioner of Highways. COBBLE PAVING STONE. On Thursday. 21st instant, at 12 o'clock noon, at the Auction Rooms, Nos. 139 and 141 S. Fourth street, will be sold, at public sale, all the cobble paving stone be-tween the curbs on Vine street, from Front to Third street, to be removed by the purchaser under the direction of the Chief Commissioner. Terms, cash within three days of sale.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES. NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street. HANDSOME WALNUT PARLOR, LIBRARY, Chamber and Dining-room Furnitare; Fine Brus-sels and Ingrain Carpets; 2 Rosewood Piano-fortes; Large and Smail Mantel and Pier Glasses; Suits of Cottage Furniture; Bookcases; Ward-robes; Sideboards; Office and Library Tables; Spring, Hair and Husk Mattresses; Paintings and Engravings: Garden Vases and Figures, made of Terra Cotra; Oleander, Fig, and Orange Trees, etc. etc.

on Friday Morning, At 9 o'clock, at No. 110 Chesnut street, will be sold, a very large assortment of well-made New and Second-hand Household Furniture, Also, mirrors, planos, mattresses, paintings, en-gravings, etc.

gravings, etc. At 10 o'clock, will be sold, 2 oleanders, 1 fig, and 1

orange tree. TERRA COTTA FIGURES, VASES, ETC.-At 3 o'clock, will be sold, an invoice of figures, vases, (7 20 2t)

The furniture can be exemined on Thursday. Catalogues ready after 3 o'clock in the afternoon.

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

BY BARRITT & CO., AUCTIONEERS. CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge. 11 244

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-

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

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

IN LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKY. THOMAS ANDERSON & CO.

(Established 1936). AUCTIONEERS AND COMMISSION MERCHANTE, LOUISVILLE, KY. Business strictly Commission. All suction sales excla-

Builders strictly Commission. All suction sales exclu-sively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and bats every Thursday. Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [319 fm

LUMBER.

SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK.

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

FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING.

DELAWARE FLOORING.

ASH FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.

1870 WALNUT BOARDS AND PLANK. 1870

WALNUT BOARDS WALNUT PLANK.

1870 UNDERTAKERS' LUMBER. 1870 RED CEDAR. 1870

1870

1870

1870

O S E P H P E N N E Y, AUCTIONEER, No. 1307 CHESNUT STREET. [6 28 tf

etc. etc.

charge.

1870

1870

1870

DANEL.

NORWAY SCANTLING. CEDAR SHINGLES. 1870 1870 CYPRESS SHINGLES. 187 MAULE, BROTHER & CO., NO. 2500 SOUTH Str. 115

ANEL PLANK, ALL THICKNESS COMMON PLANK, ALL THICKNESSES 1 COMMON BOARDS.

1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE FINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1% and 4% SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY, Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5316m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill.

FIFTEENTH Street below Market.

ESLER & BROTHER.

PROPRIETORS.

Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts. A LARGE ASSORTMENT ALWAYS ON HAND.

BUILDING MATERIALS.

R. R. THOMAS & CO.,

DEALERS IN

Doors, Blinds, Sash, Shutters

WINDOW FRAMES, ETC.,

N. W. CORNER OF

EIGHTEENTH and MARKET Streets

MEDIOAL.

N O. CURE, NO PAY: has proved itself to be the surest and speediest remedy for Oramps, Diarrhees, Dysentery, Cholera Morbus, are first stages of Asiatic Cholera. No family after having once tried it will be without it. Ask for Fox's Oramp and Diarrhees Mixture, and take no other. Soldi at YAR-NALL & CO'S, FIFTEENTH and MARKET Streets, and No. 603 ARCH Street. 520 2m

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sta

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bons Dust, Etc., Large and small GUNNY BAGS constantly on hand. Also, WOOL SAUKS.

COTTON SAIL DUCK AND CANVAS, OF ALL, numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufac-turers' Drier Feits, from thirty to seventy-six inches, with Paulins, Beiting, Sail Twine, etc. JOHN W. EVERMAN, No. 10 CHURCH Struct (City Stores).

[4 29 3m

PHILADELPHIA.