NEW-YORKISMS.

From Our Own Correspondent. NEW YORK, July 21, 1870. Gone Up Higher

What is the reason that from the moment the golden ; low of wealth begins to palpitate around on a no matter how insignificant he may be, he begins to become a subject of profound interest to his fellow-creatures? Tapemeasure and I w re clerks together. We swept the store out with the -elf-same broom in our days of gleesome boyle of, we ran on the same errands, blotted th sam books, have written similar letters of complaint to the newspapers respecting the white slaves of the New York dry good stores, an i in other identical ways have maintained our claims to sympathetic misery. But all this time I had a secret contempt for Tapemeasure. I scorned the idea that he could ever be worth a salary of one hundred dollars more a year than mine. I ridiculed his claims to being an accompli-hed window-dresser. I laughed in my serve at the airs he put on when it was his luck to wait on fashionable lady customers. One fine day, however, it transpires that Tapemeasure falls heir to a million dollars in gold, left him by a mysterious relative residing in some obscure village of continental Europe, and whom nobody ever heard of before. From that moment a profound reverence for Tapemeasure becomes rooted in my heart against my will. Everything I have hitherto regarded as mean and low in him groups itself among the graces as a wilful but charming eccentricity. He used to wear jewelry that I knew was borrowedbut that was only due to an obscure foreshadowing he had of his present greatness. He was forever talking to me about the splendor in which his family lived, who, I since discovered, subsisted off the proceeds of a little candy store in a small provincial town: but that was merely a commendable desire to place his people in a favorable light. Money is a wonderful ointment for moral eyes, and causes them to see virtues where none were believed to exist before. I don't know whether it has this effect, or, indeed, whether such an effect is needed, in the case of a young Italian of this city who has been for some time past employed as a salesman in one of our leading dry goods stores. The young counter jumper has just fallen heir to the sum of one million dollars, which has been left him by an Italian uncle of obliging disposition. To the credit of the nephew be it said, he accepts the situation like a gentleman, without resigning the one he holds and striding out with a strut, When last seen he was bending over the counter with as persuasive glibness as though his prospective income did not amount to more than twice as much a day as he had hitherto, in all probability, received per month. White slaves!

Tae Price of Chinese Help. Recently I made mention of the head of a household who, having tried every variety of the genus Biddy, had fallen back, in disgust, on John Chinaman, and discovered him to be a pearl. I presume that she deluded him and his wife in some weak moment, when they were wearied of rolling tobacco leaves and smoking opium. Perhaps she promised them a fat rat, or consented to sacrifice a favorite terrier, but at any rate she did procure a coffee-faced pair from the Orient, and persuaded them, on moderate terms, to answer the bell and do the washing, housework, and gardening, whilst she bent her then untrammelled intellectual forces to the consultation of the culinary taste of the extensive household who looked to her for victuals. If report be true, however, it will not be so easy after all to persuade Mongolians to become an institution in United States kitchens. Recently Mr. Koopmanschoop & Co., of San Francisco, were applied to by a New York gentleman who inquired upon what terms Chinese help could be imported thence. The reply was that good Chinese servants commanded in San Francisco \$20 in gold per month, with board, and that upon such terms they might be induced to go to New York! It was also estimated that their average passage hither would cost \$60 per head, which would of course I ave to be defrayed by parties importing them. Is Biddy, then, underpaid? Is sixteen dollars per month, in greenbacks, an inadequate sum for such a compendium of the virtues? Have we depreciated and abused the poor thing? Have we have trodden on the culinary worm until it has turned and stung us? If so, let us put the bits together by all means, and see whether the reptile will wriggle amiably still. By all means let us contract with Biddy to pay her \$20 in gold per month for working eight hours per day.

how many are there of you that would step so

serenely from measuring out silk and ribbon to

the conduct of a princely fortune?

War at the Battery. About four weeks ago the Superintendent of Public Parks warned the sixty or seventy keepers of booths and shantles around the Battery that they must clear out. Some of them had been there for thirty years, and some even longer, and remembered the days when the Battery was the principal promenade of the city, and when the houses in the neighboring streets were the palaces of the city. Now, however, Mr. Tweed, who has been finding out so many wonderful things, has discovered that these shantles must give way to the march of improvement. Yesterday and the day before, therefore, were devoted to destruction. Early on the morning of Tuesday the advance-guard of the Department of Public Parks loomed in sight, and the work of death commenced. The booth-owners, most of whom were women. fought tooth-and-nail in defense of their shanties, but were of course forced to yield at length, though one and all kept up a storm of abuse long after the last had been demolished. Mrs. Stall Bulgruddy, with the tears streaming down her cheeks and her arms akimbo, swore that they were nothing but a parcel of dirty thaves, so they were, but that she'd be alven with 'em yit. Mrs. O'Flaherty protested that she'd have them to know, the bloody murtherers, that she axed no odds of the lolkes of such of them, that her fayther was a dacent, honorable man-rest his sowl! -but that he'd turn in his grave at such treatment as this. This vein of paternal affection seemed to afford Mrs. O'Flaherty (who is said to own a snug farm at Hoboken) unspeakable consolation, and she kept repeating the remark over and over again. In fact, all during the work of devastation the Battery was the scene of much rugged eloquence-but all in vain. A heap of splinters and dislocated joints is all that remains of the Battery booths, and the squatter sovereignty of Bowling Green has passed away forever.

ALI BABA. —We can hardly felicitate the "well-known citizen of Dubuque, Iowa," on the recent developments in his case. He is said to have an appendage very like a tail projecting from his back, just below the walst, which his physicians say cannot be removed without endangering his life. It has grown out within three years from a protuberance which has existed from birth.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Railroad leave the Depot, 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 one square of the Sleeping-car tickets can be had on application

nt 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 left at No. 901 Chesnut street, or No. 116 Market street, Mail Train TRAINS LEAVE DEPOT.

acli Accommodation, 10 A. M. & 12.50 and 7.10 P. Lancaster Accommodation

Parkesburg Train
Cincinnati Express Way Passenger
Eric 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 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 Sunday Train No. 1 leaves Philadelphia at 8:46 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

Eric Mail Paoli Accommodat'n, 8-29 A. M. & 3-30 & 6-40 P. Paoli Accommodat'n, 8-29 A. M. & 3-30 & 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. Lancaster Train Lancaster Train

Erie Express
Lock Haven and Eimira Express
9 40 P. M.
Pacific Express
12 20 P. M.
Harrisburg Accommodation
For turther information apply to
JOHN F. VANLEER, J. Ticket Agent.
Ne. 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 Appared and limit their responsibility to One Hun-Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the

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

ORTH 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.

THESE SEGRET MAY 18, 1870.

Takes effect May 18, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7:00 A. M. (Accommodation) for Fort Washing-

ton. At7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Niauch Chunk, Wilkesbarre, Williams-port, Mahancy City, Hazieton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in

the Great West.

8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem. Easton, Allentown, Mauch Chunk, Williamsport, Wilkesparre,
Pittston, Scranton. Hackettstown, Schooley's
Mountails, and N. J. Central and Morris and Essex 11 A. M. (Accommodation) for Fort Washington.

11 A. M. (Accommodation) to Abington, 1-15, 3-30, and 5-20 P. M., for Abington, Raston, Al-1-45 P. M. (Express) for Bethlehem, Raston, Allentown, Mauch Chunk, Mahanoy City, Starre, Pittston, and Hazleton.
2 20 P. M. (Accommodation) for Doylestown.

At 3.20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4:16 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 City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and

8 26 P. M. Doylestown at 8 26 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

Abington at 2.85, 4.55, and 6 45 P. M. ON SUNDAYS.
Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Loylestown at 200 P. M. Philadelphia for Fort Washington at 830 A. M.

Hindelphia to Port and 7-00 P. M.
Loylestown for Philadelphia at 6-30 A. M.
Bethlehem for Philadelphia at 4-00 P. M.
Fort Washington for Philadelphia at 9-30 A. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 106 S. Fifth street.

Lev. 16, 1870.

ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.
TIME TABLE.
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 *c5, 5 %, 6, 6 %, 7, 8, 9, 10-05, 11,
12 P. M.

12 P. M.
Leave Germantown 6, 6 55, 7½, 8, 8 20, 9, 19, 11, 12
A. M., 1, 2, 8, 3½, 4, 4½, 6, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8 20 down train, and 2½, 3½, and 5½ up
trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2, 4 06, 7, and

Leave Germantown at 8% 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%, 3%, 5%, 7, 9, and 11 P. M.
Leave Chessut 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 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 6-40, and 9-25 P. M. 25 P. M. Passengers taking the 6.55, 9 A. M., and 6½ P. M

trains from Germantown will make close connec-tions with the trains for New York at Intersection FOR CONSHOHOCKEN AND NORRISTOWN.

Station.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
3, 4%, 6, 5%, 6%, 8%, 10, 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.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Porristown 7 A. M., 1, 6%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7%, 9, and 1105 A. M., 1%,
3, 4%, 5, 5%, 6%, 805, 10, and 11% P. M.
Leave Manayunk 6, 6 55, 7%, 8 10, 9 20, and 11%
A. M., 2, 8%, 5, 6%, 8%, and 10 P. M.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.

FLY MOUTH RAILROAD.

Leave Philadelphia 5 P. M.
Leave Philadelphia, 6 P. M.

Green Tree, and Conshohocken.

Passengers taking the 7, 905 A. M. and 61/2 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 connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

6 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL 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,
42 General Superintendent,

RAILROAD LINES.

READING RAILROAD-GREATTRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT

Of Passenger Trains, May 16, 1879.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours.

MORNING ACCOMMODATION. At. 7'30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Read-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, Wil-liamsport, Elmira, Rochester, Niagara Falls, Buf-falo, Wilkesbarre, Pittston, York, Carlisle, Cham-bersburg, 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 Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham 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 in-termediate stations; arrives in Philadelphia at 8.40 A. M. Returning, leaves Philadelphia at 400 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 9:26 P. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at Morning Express trains for Philadelphia leave Harrisburg at 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 16 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 6 35 P. M., arriving in Philadelphia at 9 25 P. M. Market train, with a passeeger car attached,

leaves Philadelphia at 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-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

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 6-16 P. M. PERKIOMEN RAILROAD.

PERRICHEN RAHLROAD.

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 Perklomen Valley connect with trains at College ville and Schwenksville. COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A.M. and 4:00 P.M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leave New York at 900 A. M. and 500 P. M., passing Reading at 145 and 1005 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at

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 Harrisburg leaves New York at 12 M.

burg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

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

SCHUYLKILL AND SUSQUEHANNA RAIL
ROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg and at 12:25 noon for Pinegrove

and Harrisburg, and at 12 05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3 40 P. M., from Brookside at 3 45 P. M., and from Tremont at 6 25 A. M. and 5 05 P. M.

TICKETS.

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

and Canadas.

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

Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth Street, Fhiladelphia, or of G. A. Nicolla, General Superintendent, Reading. COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$47.00 each, for families and

tween all points, at \$47.00 each, for lamilies and firms.

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 entitling themselves and wives to tickets at half fare.

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

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for MAILS close at the rand and its branches at 5 A. M. and for the principal stations only at 2 15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4:86 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, 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. W EST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY.
On and after MONDAY, April 4, 1879, trains will leave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows:- FROM PHILADELPHIA. FROM PHILADELPHIA.
6-45 A.M., for B. C. Junction, stops at all stations.
7-15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9-40 A. M. for West Chester stops at all stations.
11-50 A. M. for B. C. Junction stops at all stations.

2:30 P. M. for West Chester stops at all stations, 4:15 P. M. for B. C. Junction stops at all stations, 4:45 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. .

530 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6 to P. M. for West Chester stops at all stations. 6 to P. M. for West Chester stops at all stations.
11 to P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5 to A. M. from B. C. Junction stops at all stations.
6 so 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. 8-15 A. M. from B. C. Junction stops at all stations, 10-00 A. M. from West Chester stops at all stations, 1-05 P. M. from B. C. Junction stops at all stations, 1-55 P. M. from West Chester stops at all stations, 4-55 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. This train commences running on and after June 1st, 1970, stopping at all stations.

mences running on and aster
ping at all stations.
ON SUNDAYS,

8-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2-30 P. M. for West Chester stops at all stations.
4-30 A. M. from West Chester stops at all stations.
7-50 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELER, Sup't,

RAILROAD LINES.

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

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

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 Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 10'45 A. M., 12'30, 2'30, 5'15, 6, and 7'30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford. Frankford.

At 7 and 9-30 A. M., 12-45, 6-46, and 12 P. M., New York Express Lines, and at 11-30 P. M., Emigrant Line, via Jersey City.
At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol. 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

At 730 A. M. 107 Ningara Falls, Bullato, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc. At 730 A. M. and 330 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Church, Allentown, Eastholese, etc. Mauch Chunk, Allentown, Bethiehem, etc.
At 5 P. M. for Lambertville and intermediate

FROM MARKET STREET PERRY (UPPER SIDS), 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, 8 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and 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-

PHILADELPHIA, WILMINGTON, AND BAL-

and Stemmer's Run.

Night Express at 11'30 P. M. (Pally), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnelia.

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

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.20, 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, 4:00. and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fniladelphia. The 7-15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted. Trains leaving Wilmington at 6-46 A. M. and 4-00 P. M. will connect at Lamokin Junetion with the 7-00 A. M. and 4-30 P. M. trains for Baltimere Cen-

VEW 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 Afternoon from each end of the route.
THE EXPRESS TRAIN

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-

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

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's College" "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent.

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 Wash-

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 S. A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW SHREST SOUTHMEN RAILROAD.

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

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

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

At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

At 6.30, 8, and 10 A. M., 12 M., 2, 3.30, 5, 6, 8, and 11 30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6.30 and 10 A. M., 12 M., 3.30, 5, 6, 8, and 11 30 P. M. for Edgewater, Riverside, Riverton, and Palmyre.

Ferry (upper side).

AROM 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 7:30 A. M., 2:30, and 5 P. M. for Morrisville

PROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad.

BELVIDERE DELAWARE RAILROAD LINES At 7:30 A. M. for Niagara Falls, Buffalo, Dun-

CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

Pemberton. At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-

nut street wharf. WM. H. GATZMER, Agent.

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

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

Express Train at 4 P. M. (Sundays excepted), for Baitimore 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. (Delly) for Bally

7-60 A. M. and 4-30 P. M. trains for Baltimore Cenral 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 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. 825 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Unien Transfer Company.

H. F. KENNEY, Superintendent.

will be furnished with SPLENDID PALACE CARS.

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7.00 A. M. Accommodation and 5.50 P. M. Express.
The NARRAGANSETIT STEAMSHIP COMPANY'S

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

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

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

TP. 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

RAILROAD LINES. 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, 1879, trains will
leave VINE STREET FERRY as follows:— | Special Excursion (when engaged) | 6°15 A. M. Mail | 8°00 A. M. | Freight (with passenger car) | 9°45 A. M. | Express (through in 1% hours) | 2°30 P. M. Mail S-00 A Freight (with passenger car) 945 A Express (through in 1% hours)...... ...415 P. M. Atlantic Accommodation Returning leave Atlantic-Mail. 4:35 P. M. Freight (with passenger car). 11:50 A. M. Express (through in 1% hours). 7:24 A. M. Atlantic Accommodation 6:05 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, 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.

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. 828 Chesnut street and No. 116 Market street for the

PHILADELPHIA AND ERIR 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 10 20 P. M.

Williamsport 8 00 A. M.

arrives at Erie 7.44 P. M.

ERIE EXPRESS leaves Philadelphia 10 50 A. M.

Williamsport 8:15 P. M.

arrives at Erie 7.25 A. M.

ELMIRA MAIL leaves Philadelphia 7.50 A. M.

Williamsport 6:00 P. M.

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. MAIL TRAIN leaves Erie - 8-50 A. M.
Williamsport - 9-26 P. M.
arrives at Philadelphia 6-20 A. M.
ERIE EXPRESS leaves Erie - 9-00 P. M. BASTWARD. ERIE EXPRESS leaves Erle ... Williamsport

" Williamsport 8-15 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. BUFFALO EXP. icaves Williamsport 12 25 A. M.
"Harrisburg - 5 29 A. M.
"arrives at Philadelphia 9 25 A. M.
BALD BAGLE MAIL leaves L. Haven 11 36 A. M. " arr. Williamsp't 12 50 P. M. BALD EAGLE EX. leaves Lock Haven 9:35 P. M. BALD EAGLE EX. leaves Lock Haven 9-35 P. M.
"arr. Williamsport 10-50 P. M.
Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintondent.

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.
8:30 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.

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, \$50. Annual Tickets, \$100.
Freight Train leaves Camdon dally at 9-20 A. M.,

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 Walnut street.

Freight delivery at No. 228 S. Delaware avenue. 316 WM. J. SEWELL, Superintendent.

ONG BRANCH VIA CAMDEN AND AMBOY AND NEW JERSEY SOUTHERN RAILROADS. FOUR DAILY TRAINS (Sandays excepted), without change of cars, leave Philadelphia, Walnut Street wharf.

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 TA. M. and 3:30 P. M. lines run via Pemberton; SA. M. and 2 P. M. lines run via Freehold. Palace Cars attached to 3.30 P. M. line. Fare Ph'ladelphia to Long Branch, \$2 50. 7 12 581 W. H. GATZMER, Agent.

INSTRUCTION.

E DGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870. The House is new and pleasantly located, with

plenty of shade. Rooms large and airy, a number of them communicating, and with first-class

A few families can be accommodated by applying early. For particulars call on or address

REV. T. W. CATTELL, Merchantville, N. J. RIVERVIEW MILITARY ACADEMY, POUGH-KEEPSIE, N. Y. OTIS BISBEE, A. M., Principal and Proprietor.

A wide-awake, thorough-going School for boys wishing to be trained for Business, for Col-lege, or for West Point or the Naval Aca-H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 430 Chesnut street. 5 30tf

BOOTS AND SHOES.

BARTLETT.

FINE CUSTOM-MADE BOOTS AND SHOES. Made on our improved Lasts, insuring Comfort

Beauty and Durability. No. 33 SOUTH SIXTH STREET, ABOVE CHESNUT. 1 13 thstuD31

RICHMOND & CO .. FIRST-OLASS

FURNITURE.

FURNITURE WAREROOMS No. 45 SOUTH SECOND STREET, MAST SIDE, ABOVE CHESNUT. PHILADELPHIA

URNITURE Selling at Cost, No. 1019 MARKET Street.

4 18 8m NOTTON SAIL DUCK AND CANVAS, OF ALL COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Feits, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores). AUD FION SALES."

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

HANDSOME WALNUT PARLOR, LIBRARY, Chamber and Duning room Furniture; Fine Brussels and Ingrain Carpets; 2 Rosewood Pianofortes; Large and Smail Mantel and Pier Glasses; Suits of Cottage Furniture; Bookcases; Wardrobes; Sideboards; Office and Library Tables; Spring, Hair and Husk Mattresses; Paintings and Engrayings; Garden Vasses and Figures made of Engravings: Garden Vases and Figures, made of Terra Cotra; Oleander, Fig, and Orange Trees,

On Friday Morning, At 9 o'clock, at No. 1110 Chesnut street, will be sold, a very large assortment of well-made New and Second-hand Household Furniture. Also, mirrors, pianos, mattresses, paintings, eugravings, etc.
At 10 o'clook, will be sold, 2 oleanders, 1 fig, and 1 TERRA COTTA FIGURES, VASES, RTC .- At 9 'clock, will be sold, an invoice of figures, vases, 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. SALE OF MISCELLANEOUS BOOKS. July 22, at 4 o'clock, at the Auction Rooms, No. 764 Chesnut street, miscellaneous books from libra-

DORE BIBLE. Also, Dore Illustrated Bible in numbers. M. THOMAS & SONS, NOS. 139 AND 141

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

charge. CONCERT HALL AUCTION ROOMS, No. 1210 CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings. Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale 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. H. C. STUCKE,
THOMAS ANDERSON & CO. AUCTIONEERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclusively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and hats every
Thursday. Thursday.

Regular auction sales of dry goods, clothing, carpete notions, etc., every Wednesday and Thursday. (5 is dom

LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. 18701870

O SEASONED CLEAR PINE. 1870 SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS, RED CEDAR. FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, 1870 VIRGINIA FLOORING DELAWARE FLCORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.

1870 WALNUT BOARDS AND PLANK. 1870 WALNUT PLANK.

1870 UNDERTAKERS LUMBER 1870 WALNUT AND PINE.

O SEASONED POPLAR. 18
SEASONED CHERRY. 18
WHITE OAK PLANK AND BOARDS, HICKORY. CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, 1870 1870

1870

FOR SALE LOW. CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING. 1870 CEDAR SHINGLES. 1870 CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street.

PANEL OMMON PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE 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 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

4 12 12m

B

WINDOW FRAMES, ETC., N. W. CORNER OF EIGHTEENTH and MARKET Streets PHILADELPHIA.

WATCHES, JEWELRY, ETO. C. & A. PEQUIGNOT, MANUFACTURERS OF

WATCH CASES, AND DEALERS IN AMERICAN AND FOREIGN WATCHES.

No. 608 CHESNUT Street. MANUFACTORY, No. 22 South FIFTH Street. WILLIAM B. WARNE & CO., Wholesale Dealers in WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY, S. B. corner SEVENTH and CHESNUT Streets, S 251 Second floor, and late of No. 35 S. THIRD St.

CLOCK8.

POWER GLOCKS. MARBLE OLOOKS. BRONZE OLOGES. OOUOOU GLOCKS.
VIENNA REGULATORS. AMERICAN LOOKS G. W. RUSSELL,

No. 22 NORTH SIXTH STREET. TOHN FARNUM & CO., COMMISSION MERc) chants and Manufacturers of Conestors Ticking, etc.