THE DAILY EVENING TELEGRAPH-PHILADELPHIA, FRIDAY, JULY 22; 1870.

ENGLISH PAUPERISM.

Everybody knows in a general way that the cost of maintaining the poor in England has increased greatly of late years, but few, we suspect, are aware of the enormous extent of that increase. It is startling to look back over a series of years, and observe how rapidly the expenditure under this head has been rising. In 1852 it was £4,900 000; in 1869 no less than £7,700,000. Thus there was an increase of 57 per cent., of which only 11 per cent. is explained by the difference in the number of paupers, which stood at 916,000 in 1852 and 1,018,000 in 1869. The price of wheat had, no doubt, risen considerably in 1869, compared with 1852, but this goes only a very small way in accounting for this tremendous increase of expenditure. During 1849-53 £5 10s, was an average on the annual cost of each pauper; 1867 it was £7 10s.-that is, £9 16s. (or 3s, 9d. a week), for Indoor and £4 5s, for outdoor cases. The lunatics in asylums, who. in 1862, cost £482,425, now cost £710,941, being an increase of 47 per cent. in seven years. Apart from the general rise in prices, and consequently in salaries, during the last twenty years, the scale of relief is now much more liberal both in money and food, and the accommodation in workhouses, infirmaries, and asylums is more humane and costly. It is interesting to know that parsimony is not the universal characteristic of boards of guardians. In one in-

stance the guardians of a Lancashire union were found erecting a greenhouse to supply the infirmary-one of the best in the kingdom-with flowers; and in many cases the Poor Law Board has to check the guardians in their disposition to spend money too freely on ornamental buildings. In one case the board objected to granite columns and terra-cotta enrichments for a workhouse, and in another refused assent to decorated ceilings, Parisian cement pilasters, encaustic tiles, etc. Although there is an increase in the number of paupers in 1868-9 compared with 1867-8 of 1'4, we are glad to see that the Poor Law Board can point to a decrease in the number of vagrants. There were relieved on the 1st of July, 1869, 1254 less vagrants in the country generally, and 283 less in the metropolis, than on the same date in 1868, while, further, the decrease on the 1st of January, 1870, compared with 1869, was 1590 less in the country and 255 less in the metropolis. The total number of vagrants on last New Year's Day was 5480 for the whole country and 1627 in the metropolis alone. The police returns, it appears, include under the head of vagrants not only "casuals," but a great many persons who sleep in common lodging-houses, under hedges, or in barns and outhouses. In short, the poor law returns deal only with strict pauper vagrants, and the pelice returns with vagrants and tramps of every kind.

A REMARKABLE SYNAGOGUE.-The Jews of Turin are building a new place of worship, which, according to an account in the Paris Temps, is a very extraordinary affair .--

"The most remarkable of all structures at Turin is the synagogue of the Israelites. It is likely the finest and richest synagogue in the world, and at the same time the most remarkable monument of Turin. Upon a small square hill, with adapted stairs, stands a Greek temple in white and pink. Above, a little backwards, is a kind of second temple. The whole is traversed by galleries, adorned with small pillars and thousands of splendid embellishments. White and reddish colors predominate. It is Greek and Moorish—it is Romanic and Gothic; there is a blending of BALD EAGLE MAIL leaves L. Haven 11:35 A. M. all styles, without overstraining and without bad taste. But what makes this structure something bizarre and unexpected is a massive tower, with pierced walls arising above this ornamented, beautiful construction, reminding of Asia and Egypt, of Thebes and Nineveh. Surely the architect of this building was gifted by imagination. He was an able interpreter of the Hebrew dream of the temple to be erected at the brink of a strange river. Never, since the great destruction, has Israel possessed a more magnificent edifice in which the hymns of David resounded. This building is entirely fit for the talented Italian Jews, who are a power at the exchange, at the press, and in the Parliament." THE PARADISE OF BRIDES AND BRIDEGROOMS.-A correspondent of the Boston Journal, writing from Saratoga, says :- Saratoga seems to be the Paradise of young brides and bridegrooms this season. Congress Hall has been fairly run down by the new arrivals, and the parlors have been monopolized by the turtle doves, who have attracted great interest by their billing and cooing. Eight couples have been quartered in the house, and the interest they created never tired. The elevator is a very attractive and Frenchy affair. It is more elegant than the Empress' barouche. It is a favorite resort of bridal parties, and their coming and going up and down are watched with great interest by the State visitors at the springs. Mr. Hathorn has a happy faculty of entertaining these gay visitors, and more are on the way. To accommodate the increasing travel a bridal car has been placed on the Saratoga road, and connects with Troy and New York. It is one of the most superb things ever built. It has a saloon, staterooms and private rooms. The windows are very large, are of plate glass, and are guarded by screens to keep out the dust. It is curtained, mirrored, painted and gilded in the highest style of art. Ice cream, cake and the fruits of the season are served up on the tables provided for the purpose. JIM FISK'S STORY .- "Why, do you know what this whole thing puts me in mind of ?" Jim Fisk continued, alluding to the railroad war. "It puts me in mind of an old Texas farmer whose neighbors had caught a noted cattle thief. After catching him they tied him to a tree, hands and feet, and each one gave him a terrible cowhiding. When tired of walloping him they left the poor thief tied to the tree head and feet. He remained tied up there a good while in great agony till by-and-by he saw a man coming along and looking at him. "Who are you?" said the kindly looking stranger. "I'm Bill Van-derbilt, and I've been whipped almost to death," the fellow said. "How could they whip you?" says the nice stranger. "Why, don't you see I'm tied?" says the thief. "What, tied tight?" says the man, "Yes, hand and foot," he says. "And can't move?" the other fellow says. "No, not a muscle," says the thief. "Well, William, I don't care if I give you a few licks myself for that heifer you stole from me." And then he gave it to him again like sixty, and made him scratch gravel, you bet.

the Morgue, was undressed, and placed upon one of the slabs with the clothing suspended above. In the pockets were found a purse and a letter with address. The keeper of the Morgne was astonished the next morning to find the body had disappeared, together with the clothes. He proceeded to the address upon the letter; and inquired for the person mentioned, and was at once introduced to a man in whom he recognized his missing charge. This man, a printer employed at the office of the Goulois, explained that he was subject to cataleptic attacks, which sometimes lasted from eight to ten hours. On the previous evening he had been taken with one of those fits, and remained unconscious until early in the morning, when, recovering, he found himself at the Morgue, with his clothes hanging over him. He dressed himself, and, as the doors were only latched, he took his leave, intending to return later to reclaim his purse and to explain the causes of his sudden disappearance from legal custody.

RAILROAD LINES.

Transferrib Linte of			0,
CAMDEN	AND	ATLANTIC	RAILROAD
SHORTE	ST ROU	TE TO THE SE	A SHORE.

91	THROUGH IN 1% HOURS.
1	FIVE TRAINS DAILY TO ATLANTIC CITY.
	On and after SATURDAY, July 2, 1870, trains will
1	leave VINE STREET FERRY as follows :-
1	Special Excursion (when engaged)
	Mail
	Freight (with passenger car)
ē.	Express (through in 1% hours)
	Atlantic Accommodation
	Returning leave Atlantic-
	Special Excursion
5	Mail
	Freight (with passenger car)
	Express (through in 1% hours)
	Atlantic Accommodation
Ê.	An extra Express Train (through in 1% hours) will

An extra Express 1 rain (through in 1	a nours) wh
leave Vine Street Ferry every Saturday,	at 2 P. M.
Returning, leave Atlantic City, Monda	y, 940 A. M
LOCAL TRAINS LEAVE_	

	eld, 10:15 A. M., 2 P. M. and 6 P. 1	M.
For Atco and	intermediate stations, 10.15 A. 7	
and 6 P. M.	Tetuming logge	

	Returning, leave-
3	Haddonfield at 745 A. M., 1 P. M., and 3 P. M.
í I	Atco, at 6.22 A. M. and 12.15, noon.
. 1	ON SUNDAYS.

	Leave Vine Street Ferry at	8	00 A. M.
1	44 Atlantic City at		
1	The Union Transfer Company, No. 8		
1	street (Continental Hotel), and No.		
2	street, will call for baggage and check		

tion. Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the

sale of through tickets of	ily.
	to take wearing apparel
	Company will not be re-
	t exceeding one hundred
dollars, unless a special	contract is made for the
same.	D. H. MUNDY,

6 28		500025	Agent.
PHILADELP	HIA AND	ERIR	RAILROAD
DHILADIA	MMED TH	TART	E

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:-

	Philadelphia:-
	WRSTWARD.
	MAIL TRAIN leaves Philadelphia . 10 20 P. M.
	"Williamsport - 8 00 A. M.
	Williamsporv • 000 A. DL
	arrives at Erie - 7 40 P. M.
	ERIE EXPRESS leaves Philadelphia 10'50 A. M.
	" Williamsport . 8.15 P. M.
	44 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.
	" arrives at Lock Haven 7'20 F. m.
	BALD EAGLE MAIL leaves Williams-
	port 1.30 P. M.
91	" " arrives at Lock
81	Haven - 2.45 P. M.
	EASTWARD.
	MAIL TRAIN leaves Erie 8:50 A. M.
81	
21	
11	" arrives at Philadelphia 6.20 A. M.
81	ERIE EXPRESS leaves Erie 9 00 P. M.
	" Williamsport 8.15 A. M.
	" arrives at Philadelphia 5'30 P. M.
81	ELMIRA MAIL leaves Williamsport - 945 A. M.
81	" arrives at Philadelphia 9 50 P. M.
	DUFFATO EVP loaves Williamsport 1295 A.M.

" arr. Williamsp't 12 50 P. BALD EAGLE EX. leaves Lock Haven 9:35 P. M. "arr. Williamsport 10:50 P. M. Express Mall and Accommodation, east and west, connect at Corry, and all west bound trains and Mall and Accommodation east at Irvineton with Oil Creek and Allegheny River Raliroad. WM. A. BALDWIN, General Superintendent.

RAILROAD LINES.

READING RAILROAD-GREAT THUNK LINE from Philadelphis to the interior of Penn-sylvania, the Schuylkill, Susquehanna, Oumber-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, Philadelphia, at the following bours:

MORNING EXPRESS. At 5-16 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Wil-liamsport, Elmira, Rochester, Niagara Falls, Buf-falo, Wilkesbarre, Pittston, York, Carlisle, Cham-berghurg, Hagerstown etc.

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 CLAINTON with Catawissa Railroad trains for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham bersburg, Pinegrove, etc.

bersburg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Read ing 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 4.00 P. M.; arrives in Pottstown at 6.15 P. M.

M.; arrives in Pottstown at 6:15 P. M. REABING AND POTTSVILLE ACCOMMODA TION. Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M. Returning, leaves Philadelphia at 5:15 P. M.; ar-rives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.

Morning Express trains for Philadelphia leave

Morning Express trains for Philadelphia feave Harrisburg at 810 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.

7:00 P. M.
Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 4:10 P. M. Connect-ing at Reading with Afternoon Accommodation routh 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 Pottsvilie at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays ex-cepted.

cepted. Sunday trains leave Fottsville 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 Down-ingtown at 6:20 A. M., 12:45, and 5:16 P. M. PERKIOMEN RAILROAD.

PERRIOMEN 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 prints in Perklomen Valley connect with trains at Uollegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pitteburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5°35 A. M. and 8°50 A. M., passing Heading 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.

RAILROAD LINES.

RAILROAD LINES. 1870. -FOR NEW YORK.-THE CAMDEN ton Railroad Companies' lines from Pulladelphia to New York and Way Placea. PROM WALNUT STREAT WHARS. At 630 A. M., Accommodation, and 3 P. M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City. VIA NEW JERSEY SOUTHERN BALLBOAD. At 7 A. M. and 3:30 P. M. for New York, Long Branch, and Intermediate places. At 6:30 A. M., 2 and 3:30 P. M. for Freehold. At 8 A. M. and 9 P. M. for Long Branch and points on New Jersey Southern Railroad. At 8 A. M. and 9 P. M. for Long Branch and points on New Jersey Southern Railroad. At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Tronton.

At 5 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton. At 6:80, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco. and Riverton. At 6:30 and 10 A. M., 12 M., 5:30, 5, 6, 8, and 11:30 P. M. for, Edgewater, Riverside, Riverton, and Palmyra.

At 6:39 and 19 A. M., 12 M., 5, 6, 8, and 11:39 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street

Ferry (upper side). BOM KENSINGTON DEPOT. At 7'50 A. M., 2'50, 5'30, and 5, P. M. for Trenton and Bristol, and at 10'45 A. M. and 6 P. M. for and Br 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, 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. P. M. for 'l Frankford.

Frankford. FROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at211:50 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. under the for Morelandia Tullutorn

Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction. Tacony, Wissinoming, Bridesburg, and Frankford. The 9:00 A. M., 6:46 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 19 nicht

BELVIDERE DELAWARE RAILROAD LINES

BELVIDERE DELAWARE RAILROAD LINES PROM KENSINGTON DEPOT. At 7:80 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wirkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 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 Mauch Chunk, Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate stations.

Stations. CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSFOWN RAIL-ROADS.

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 15 and 6'30 P. M. for Lumberton and Medford

Medford. At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

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

At 7 A. M., 1 and 3:30 P. M. for Gream Ridge, Im-laystown, Sharon, and Hightstown. The 7 A. M. and 3:30 P. M. Lines leave from Wal-

nut street wharf. July 5, 1870. WM. H. GATZMER, Agent.

July 5, 1670. WM. R. GATZMER, Agent. PHILADELPHIA, WILMINGTON, AND BAL-TIMORR 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 \$20 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad Line, at Clayton with Smyrna Branch Railroad, at Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Wicomico and Pocomoke Rail-road, at Delmar with Wicomico and Pocomoke Railat 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. ConRAILROAD LINES,

AUCTION SALES."

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

ADMINISTRATOR'S PEREMPTORY SALE AT

ADMINISTRATOR'S PEREMPTORY SALE AT THE AUCTION ROOMS. WATCHES, DIAMONDS, GOLD CHAINS, GUNS, PISTOLS, OPERA-GLASSES, GOLD JEWELRY, AND OTHER ARTICLES. On Tuesday Morning, July 26, at 10 o'clock, at the auction rooms, No. 704 Chesnut street, without reserve, by order of ad-ministrator, stock of high and low-priced watches, dlamonds, jewelry of various kinds, gold neck and vest chains, double-barrelied guns, pistois, opera-glasses, studs, sloeve buttons, sets jewelry, and other articles.

contact and the goods arranged for ex-amination early on the morning of sale. 7 22 3t

M. THOMAS & SONS, NOS. 139 AND 144 S. FOURTH STREET.

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

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

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street. T. A. MCULELLAND, 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 Taurs-

ay. 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.

J O S E P H P E N N E Y, AUCTIONEER, No. 1207 CHESNUT STREET. (6 25 tf

TN LOUISVILLE, KY

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

AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY. Business strictly Commission. All auction sales excla-

Vely for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every

Thursday. Regular auction sales of dry 'goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 8m

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. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL FLANK.

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK.

RED CEDAR. WALNUT AND PINE.

SEASONED POPLAR. SEASONED CHERRY.

ASH. WHITE OAK PLANK AND BOARDS, HICKORY.

CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

1870 CAROLINA SCANTLING. 1870

NORWAY SCANTLING.

CEDAR SHINGLES.

CYPRIES SHINGLES.

PANEL PLANK, ALL THICKNESSES. -COMMON PLANK, ALL THICKNESSES. -1 COMMON BOARDS.

1 and 2 SIDE FENCE BOARDS. WHITE FINE FLOORING 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, TORCHORY WAS A SOCIED OF BOILD A

5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill,

FIFTEENTH Street below Market.

ESLER & BROTHER.

PROPRIETORS.

Work, Hand-rall 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

WATCHES, JEWELRY, ETO.

LEWIS LADOMUS & CO

DIAMOND DEALERS & JEWELERS.

WATCHES, JEWRLRY & 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.

DIAMOND and other Jeweiry of the latest designs. Engagement and Wedding Rings, in 15-karat and

Solid Silver-Ware for Bridal Presents, Table Cut-115 fmwi

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY, S. r. corner SEVENTH and CHESNUT Streets, B WATCHES AND JEWELRY, S. cond floor, and late of No. 85 S. THIRD St.

CLOCK8.

COUCOU GLOOKS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

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 Street (City Stores).

JOHN FARNUM & CO., COMMISSION MER-

chants and Manufacturers of Ocnestors Ticking, etc. EX OHESSUT Street, Philadelphia Iwimi

VIENNA BEGULATORS.

AMERICAN LOCKS

BRONZE OLOOKS.

lery, Plated Ware, etc.

MARBLE CLOOKS.

B

TOWER OLOOKS.

802 Chestnut St., Phila-

Wood Mouldings, Brackets and General Turning

Together with a general assortment of Bully Lumber for sale low for cash. T. W. SMALTZ,

MAULE, BROTHER & CO

No. 2500 SOUTH Street.

UNDERTAKERS' LUMBER, 1870

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Bullding

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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 MAR-KET Streets, which is reached directly by the Mar-ket 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 Denot

Walhut streets cars the whend on application 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 left at No. 901 Chesnut street, or No. 113 Market street, will excluse attention. will receive attention. TRAINS LEAVE DEPOT. Mail Train

TRAINS LRAVE DEPOT. TRAINS LRAVE DEPOT. Mail Train Fast Line Fast Line Erie Express Lancaster Accommodation Parkesburg Train Erie Mail and Pittsburg Express May Passenger Train Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-Barle Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg. Choinnail Express teaves daily. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tlokets must be pro-cured and baggage delivered by 5 P. M. at No. 118 Market street. Sunday Train No. 1 leaves Philadelphia at 8-49

Market street. Sunday Train No. 1 leaves Philadelphia at 3:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; ar-

Train No. 2 leaves Philadelphia at 6:40 P. M.; ar-rives 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. TRAINS ARRIVE AT DEPOT.

	5.5545.64757 45.58351.7 IB 05.8 10.10 10.10 1
0.1	Cincinnati Express
	Philadelphia Express 6.30 A. M.
	Erie Mall 6 30 A. M.
1	Erie Mafi
	Parkesburg Train 9.00 A. M.
- 94	Fast Line and Buffalo Express . 9 35 A. M.
21	
•	Lancaster Train , , , , , , 11.55 A. M.
	Erie Express 5.40 P. M.
5	Lock Haven and Elmira Express 940 P. M.
	Pacific Express
•	Harrisburg Accommodation 9:40 P. M.
•	For turther information apply to
	JOHN F. VANLEER, JR., Ticket Agent.
F.	No. 901 CHESNUT Street.
۲.	FRANCIS FUNK, Ticket Agent.
•	No. 116 MARKET Street.
5	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-
5	Apparel, and mint their responsionity to one Hud-
	dred Dollars in value. All Baggage exceeding
•	that amount in value will be at the risk of the
	owner unless taken by spacial contract

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

N ORTH PENNSYLVANIA RAILROAD-N ORTH PENNSYLVANIA RAILROAD-LEHIGH AND WYOMING VALLEYS, NORTH-ENN PENNSYLVANIA, SOUTHERN AND IN-TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA. SUMMER ARRANGEMENT. Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-700 A. M. (Accommodation) for Fort Washing-ton. 1870

ton. At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RALL-

Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West. S 25 A. M. (Accommodation) for Doylestown, 9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesparre, Pittston, Scranton. Hackettsrown, Schooley's Mountaiz, and N. J. Central and Morris and Esser Wailreads. Montair, and M. S. Central and Morris and Esser
Railreads.
M.A. M. (Accommodation) for Fort Washington.
145 P. M. (Express) for Bethlehem, Easton. Allertown, Mauch Chunk, Mahaney City, "Silkes-barre, Pittston, and Hazleton.
230 P. M. (Accommodation) for Doylestown.
At S. 20 P. M. (Bethlehem Accommodation) for

THE DEAD"ALIVE. - A curious story is told by the Gaulois of the disappearance from the Paris Morgue of a body which had been brought there. The police having found a man lying insensible in the street called in the assistance of a doctor, who declared that the man was dead in consequence of congestion of the brain. The body was brought to

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,

8:00 A. M., Mall for Bridgeton, Salem, Vineland,
Millville, Swedesboro, and intermediate stations,
9:00 A. M., Mall and Express for Cape May.
11:45 A. M., Woodbury Accommodation.
8:15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
3:30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and intermediate stations.

Swedesboro, and intermediate stations. 400 P. M., Fast Express, for Cape May only. 545 P. M., Passenger for Swedesbaro and Clay-

ton, stopping at all stations on signal. Sunday Mail Train leaves Philadelphia at 7'15 A. M.; returning, leaves Cape May at 510 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 Camden daily at 9.20 A. M. Freight Train leaves Camden daily at 920 A. M., stopping at all stations between Giassboro 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. 816 WM. J. SEWELL, Superintendent.

BRANC ONG

VIA CAMDEN AND AMBOY AND NEW JERSEY SOUTHERN RAILROADS.

FOUR DAILY TRAINS (Sundays excepted), without change of cars, leave Philadelphia, Walnut

Street wharf. 7.00 A. M. Due Long Branch 10.45 A. M. S'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; S.A. M. and 2 P. M. lines run via Freehold. Palace Cars attached to 3:30 P. M. line. Fare Philadelphia to Long Branch, \$250. 7 1288 W. H. GATZMER, Agent. 7 12 98

ROOFING.

PHILADELPHIA

Fainting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight. SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repaint-ing.

This is the only Paint that will not crack or peel off. It is Blastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for

water to get through. IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peei off; will retain its heading for for yours its beautiful gloss for five years,

All work warranted. All orders promptly attended to. Address PHILADELPHIA PAINTING AND ROOFING COMPANY,

No. 53 N. SIXTH St., Philadelphia. 7 14 Sm

R EADY ROOFING. trans Roofing is adapted to all buildings. It STEEP OR FLAT ROOFS

at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles,

old Shingle Roofs without removing the shingles, thus avoiding the damaging of cellings and furniture while undergoing repairs. (No gravel used.) PRESERVE YOUR TIN ROOFS WITH WEL-TON'S ELASTIC PAINT. I am always prepared to Repair and Paint Roofs at short notice, Also, PAINT FOR SALE by the barrel of gallon; the best and cheapest in the overket. market.

W. A. WELTON No. 711 N. NINTH St., above Coates, 217

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 4:60 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 Brockside, returning from Harris-burg at 3:40 P. M., from Brockside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas. Excursion Tickets from Philadelphia to Reading

and intermediate stations, good for one der 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, Fhiladelphis, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.-At 26 per cent. discount, between any points desired, for families

discount, between any points desired, for families and firms

MILEAGE TICKETS.-Good for 2000 miles, be-tween all points, at \$47.00 each, for families and

tween all points, at early to cause, for another six, firms. 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 cards entitling themselves and wives to tickets at hall fare. EXCURSION TICKETS from Philadelphia to principal stations. good for Saturday, Sunday,

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

all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and oints beyond. BAGGAGE .- Dungan's Express will collect

baggage for all trains leaving Philadelphia Depot: Orders can be left at No. 226 S. FOUKTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

WEST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:-FROM PHILADELPHIA.

NUT, as follows:— FROM PHILADELPHIA.
6:45 A.M., for B. C. Junction, stops at all stations.
7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
1:50 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 B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations.
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4:45 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for B. C. Junction. Stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6:55 P. M. for West Chester stops at all stations.

stations.
6 to P. M. for West Chester stops at all stations.
11 30 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 Deposit, and all stations on the P. & B. C. R. R.
8 '15 A. M. from B. C. Junction stops at all stations.

Port Deposit, and an stations of the F, & B. C. R. R.
R. R.
S'15 A. M. from B. C. Junction stops at all stations.
1000 A. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
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105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
106 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
100 P. M. from SUNDAYS.
100 P. M. for West Chester stops at all stations.

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. connecting at B. C. Junction with P. & B. C. R. R. W. C. WHEELER, Sup't,

nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Banimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Sten.mer's Run.

and Sten.mer's Run. Night Express at 11:30 P. M. (Dally), 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 have and D. Hadalahita

Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11-90 A. M., 2-30, 6-00, ant 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. Leave Wilmington 645 and 810 A. M., 200, 400, and 715 P. M. The 810 A. M. train will not stop between Chester and Fhiladelphia. The 715 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted.

Trains leaving Wilmington at 645 A. M. and 400 P. M. will connect at Lamokin Junction with the "CO A. M. and 4:30 P. M. trains for Baltimore Con-

P. M. will connect at Lamokin Junction with the 7:60 A. M. and 4:30 P. M. trains for Baltimore Cen-ral Railroad. From Baltimore to Philadelphia.-Leave Balti-more 7:26 A. M., Way Mail; 9:00 A. M., Express; 2:35 P. M., Express; 7:26 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. On Sundays, leave Philadelphia for West Grave and intermediate stations at 5:00 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 offlee, No. 823 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this offlee can have baggage checked at their residence by the Unien Transfer Company. H. F. KENNEY, Superintendent. PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. On and after MONDAY, July 15, 1879. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 2%, 3%, 8%, 4, 4%, 505, 5%, 6, 8%, 7, 8, 9, 1005, 11, 12 P. M.

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

An ACCOMMODATION TRAIF in the morning and AN EXPRESS TRAIN

in the Afternboon 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 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. 25 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 4 30 P. M. Ex-

press.

Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 06 A. M., 1%, 8, 4%, 6, 5%, 6%, 806, 10, and 11% P. M.
Leave Nerristown 5%, 625, 7, 7%, 8:50, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M.
ON SUNDAYS.
Ltave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9% P. M.
FOR MANAY UNK.
Leave Philadelphia 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8%, and 10 P. M.
Leave Manayunk 6, 6*55, 7%, 5*10, 920, and 11%
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
Leave Manayunk 7% A. M., 1%, 6% and 9% P. M.
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 Flymouth 6% A. M.
The 7% A. M. train from Norristewn will not stop at Mogee'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.
Passengers taking the 7, 905 A. M. and 6% P. M.
Trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. press. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-modation and 3:50 P. M. Express. The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy

Hook.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. HANGE OF HOURS. On and arther ONDAY, April 4, 1870, trains will

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 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

Train leaving Philadelphia at 7 A. M. connects at

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 10 A. M. and 420 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 925 A. M., connect at Chadd's Ford Junc-tion with WILMINGTON & READING R. R. 43

20 1. Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk

dauch Chunk. 4-15 P. M. (Mall) for Doylestown. 5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale.

8:00 and 11:80 P. M. (Accommodation) for Fort Washington. The Flith 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 10.55 A. M.; 2.15, 5.05, and 8 25 P. M.

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 9:46 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 S'lo 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 18, 1870. ELLIS CLARK, Agent.

12 P. M. Leave Germantown 6, 6 55, 7%, 8, 8 20, 9, 10, 11, 12 A. M., 1, 2, 3, 8%, 4, 434, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P.M. The 8-20 down train, and 2%, 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

Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4

P. M. OHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 254, 334, 554, 7, 9, and 11 P. M. Leave Chernut Hill 7-10, 8, 9-40, and 11-40 A. M.,

1'40, 3 40, 5 40, 6 40, 8 40, and 10 40 P. M. ON SUNDAYS. Leave Philadelphia at 9/4 A. M., 2 and P. M. Leave Chesnut Hill at 7 50 A. M., 12 40, 5 40, and

Passengers taking the 6.55, 9 A. M., and 8% P. M.

trains from Germantown will make close connec-tions with the trains for New York at Intersection

Station. FOR CONSHOHOCKEN AND NORRISTOWN.

The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Ger-mantown to Ninth and Green streets. 520 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 435 P. M., on arrival of trains from Baltimore. OXFORD at 605 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD at 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M. 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S FORD AT 726 A. M., 1200 M., 1300 P. M., CHADD'S SORT AT 726 A. M., 1200 M., 1300 P. M., CHADD'S SORT AT 726 A. M., 1200 M., 1300 P. M., CHADD'S SORT AT 726 A. M., 1200 M., 1300 P. M., CHADD'S SORT AT 726 A. M., 1200 M., 1300 P. M., CHADD'S SORT AT 726 A. M., 1200 M., 1300 P. M., CHADD'S SORT AT 726 A. M., 1200 M., 1300 P. M., 1400 M., 14

General Superlutendent,

Abington at 2.35, 4.55, and 6 45 P. DL. Abington at 200, 400, and 6 to F. 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.

P. M.

9.25 P. M.