WOLVES IN FRANCE. From the London Saturday Review,

The traveller who has never before quitted England experiences a novel sensation when, on finding himself in the neighborhood of a French forest, he is told that there are wolves in it. The sensation is considerably heightened when one of the said wolves makes his appearance, and your horse becomes aware of the fact, and sets off as if the carriage behind him had suddenly become independent of the law of gravity. We remember driving late on a winter's night, when the snow lay thick upon the ground, along the dark skirts of an immense forest in France, when the horse became a prey to the most violent agitation, and might perhaps have become a prey to something else if he had not off at full gallop. On looking round to discover the cause of his emotion we saw a couple of wolves, dark against the snow of the next field, trotting swiftly in the same direction as ourselves. A lady who happened to be in the vehicle always declares, when she tells the story, that she saw their eyes glare; but this detail, though very effective, is no doubt due to the creative power of a susceptible and excited imagination, and the reader is not required to accept it as an article of faith. There is a pass amengst the hills of the Morvan where a road winds along the edge of a precipice and is guarded only by a low parapet. Its curves are exceedingly rapid, and as the rock has had to be blasted to make way for the road, the side next the hill is a wall of perpendicular eliff jutting out in promontories like the Yorkshire Coast, whilst the road turns sharply round there points, and curves almost as sharply in the little hollows or bays between them. The valley through which the road passes is a narrow gash in an enormous forest; to be literally accurate, the said forest extends for eighty miles with short occasional interruptions, and where the above mentioned road passes it is ten miles in breadth. Now it happened that one night in winter a gentleman, driving by himself down this road, was pursued by wolves. his horse, as horses usually do on such occasions, became perfectly uncontrolla-ble, yet happily kept the middle of the road, and the vehicle went swinging round the sharp curves, like a detached railway truck down an incline, with the wolves behind it. To the right a parapet two feet high, with a precipitous slope of four or five hundred feet studded with sharp rocks and pine trees; to the left great masses of blasted rock jutting out dangerously into the awkward curves of the road. Twenty minutes of frantic gallop got the driver clear of the wood, and the wolves followed him no fur-

A hundred other wolf anecdotes might be collected, some of them rather ludicrous than horrible, others horrible enough. Sometimes an old woman is followed steadily by a disagreeable-looking wolf, who puts his paws on her shoulders, and grievously alarms her, yet does her no bodily harm; sometimes the creature is less polite, and partly eats the old woman. As a rule, however, he is not very dangerous to the human race; and the shepherdesses, when he invades their flocks, will not unfrequently salute him with kicks from their wooden shoes and the choicest maledictions in their vocabulary. The amount of trouble which he causes is out of all proportion to the actual harm perpetrated by him. He disquiets the minds of all keepers of sheep, and causes the farmers anxiety even about their horses, which are often kept in the stable when a wolf has been seen in the neighborhood. The wolf is a nuisance rather than a sublimely terrible enemy, but he is a nuisance. And English people very naturally ask why the French do not get rid of him.

ther: but the adventure had not been without danger, and the hero of it has ever since felt

a strong objection to wolf-haunted forests in

the long nights of winter.

The answer to this question has been lately given by M. d'Esterno. The wolf is a pet, He is one of the best preserved animals in France. He is beloved as foxes are beloved in Leicestershire. There are official wolfkillers, gentlemen who are wolf-exterminators just as our masters of fox hounds are fox-exterminators. Under their benign patronage the wolf keeps his place, and dwindles not from the face of the country. Of late there is reason to believe his fanciv is on the increase. Nevertheless it is not so numerous as is generally believed. As there is a reward for every wolf killed, and as the reward is seldom left unclaimed, there are regular statistics of the destruction of these animals all over the country. The number of old wolves killed every year by hunters does not exceed three hundred. They also kill about fifteen hundred young ones. d'Esterno bases a calculation upon these data, in which, however, it seems to us that there is one great element of uncertainty. He infers that the number of old wolves that die of disease and age must be equal to those killed by sportsmen, and he puts them down as precisely equal—namely, 290 old wolves killed and 290 old wolves dying natural deaths. This seems rather a summary way of settling the question; indeed, the statistics about the natural deaths of wolves are wholly imaginary. However, assuming that 580 old wolves die annually one way or another, it is clear that these must be replaced by younger ones, since the race generally shows no sign of diminishing. But there is another un-certainty in M. d'Esterno's statistics namely, that about the deaths of young wolves. Fifteen hundred of these are killed, and to these M. d'Esterno adds 775 as dying from other causes, making in round numbers a total of 2300; these, with the young ones which live to replace the old ones, give a total of 2900 as the annual produce. What is the number, then, of old wolves in a year when there are 2900 births? A she-wolf brings forth on the average a litter of five whelps. This gives 580 pairs of old wolves. But amongst the wolf tribe there is an excess of ten per cent. of the male population, so that there are ten old bachelors for every hundred fathers of families: then there are she-wolves habitually sterile or that miscarry; and young wolves of both sexes belonging to the preceding year not yet reproductive. Taking all these into consideration, M. d'Esterno arrives at the conclusion that the total wolf population of France on the 1st of April does not exceed

If the wolves are really not more numerous than this, their complete extermination might be easy. It can only be effected, however, by rewards. The rewards offered at present by the Government are insufficient to cover the inevitable expenses of the chase. The reward for killing a lion or a bear is 40 francs. In 1866 M. Pertuiset passed 113 nights in looking after a lion, so that the pay did not reach fourpence a night. Two un-successful expeditions after a bear at Cauterets cost 282 francs. Even had they been necessful there would have been a loss of 242 francs for the hunters. The reward for killing a pregnant she-wolf is 18 francs, for a

pay a hunter for the cost of the clothes which he tears in making his way through the woods. And when you get your six francs for a cub you find that it is only five francs, seeing that the administration keeps a franc for

stamped paper. M. d'Esterno asserts that the reason why the reward is so low is not any parsimony on the part of the administration, but its desire to make the reward practically inefficacious. And in fact it is so. Nobody ever sets out to kill wolves for the reward; it notoriously does not pay to do so. No reward is given for ensnaring wolves. In 1863 two members of a certain General Conneil asked for an increase of the reward. The prefect opposed this, energetically declaring, with sadness in his voice, that there were but few wolves remaining. On the other hand, fox-cubs, or even dogs, are paid for as wolves, the gentlemen of the administration being as willing to encourage the destruction of dogs as that of the more savage animal. At least so says our authority, M. d'Esterno, who preserves the foot and jaw of a dog which had been paid for as a wolf. He tells a good story of a she-wolf that had brought the usual reward to her murderer, and a ragpicker carried the skin about the neighboring farms in order to receive the drink-money usually bestowed in such cases. But he was careful not to carry his trophy to the house of a certain widow named Buard. because the said widow had recently lost a bitch, and it was shrewdly suspected that the "she-wolf" was none other than the bitch in question.

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, 1870, trains will
	leave VINE STREET FERRY as follows:-
	Special Excursion (when engaged) 645 A. M.
o	Mail
	Freight (with passenger car)
2	Express (through in 1% hours)
	Atlantic Accommodation
	Returning leave Atlantic—
	Special Excursion
	Mail
	Freight (with passenger car)
	Express (through in 1% hours)
	Atlantic Accommodation 606 A. M.
	An extra Express Train (through in 11/4 hours) will
ı	leave Vine Street Ferry every Saturday, at 2 P. M.
	Returning, leave Atlantic City, Monday, 9:40 A. M.
	LOCAL TRAINS LEAVE—
	FOR HEADONNEID 10:15 A M 9 P M AND 6 P M.

For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M. For Atco and intermediate stations, 10:15 A. M. and 6 P. M. Returning, leave-

Additional ticket offices have been located at No.

528 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be re-sponsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,

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

1	MAIL	TRAIN	leaves	Philad	eipni	B.	- 10	20	r.	м.
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ı			arrives	at Erl						
ı			BELLIAGE	Sec Bill				40		IXA.
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	16		arriv	esat P						
	ELMIR							45		
	FUMIR	AMAI								
		**		es at P						
	BUFF	ALO EX	P. leav	es Wil	liam	spert	12	25	A.	M.
		11	- 61		rrisbu			20		
	1			44.00	A MARKET N		EC. N			2000

" arrives at Philadelphia 9-25 A. M.
BALD EAGLE MAIL leaves L. Haven 11-35 A. M.
" arr. Williamsp't 12 50 P. M.
BALD EAGLE EX. leaves Lock Haven 9-35 P. M. Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

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

Leave Philadelphia, foot of Market street (upper ferry), at
8.00 A. M., Mail for Bridgeton, Salem, Vineland,
Millytille, Swedesboro, and intermediate stations.
9 00 A. M., Mail and Express for Cape May.
11 45 A. M., Woodbury Accommodation.
8 15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
3:30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and intermediate stations.
4:00 P. M., Fast Express, for Cape May only.
5:45 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 5:10 P. M.
Commutation tickets at reduced rates between
Philadelphia and all stations. Commitation trackets 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.,

stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Saiem, and Bridgeton.

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

Freight delivery at No. 228 S. Delaware avenue.

816 WM. J. SEWELL, Superintendent.

ONG BRANCH VIA CAMDEN AND AMBOY AND NEW JERSEY SOUTHERN RAILROADS.

FOUR DAILY TRAINS (Sundays excepted), with-

out change of cars, leave Philadelphia, Walnut 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. Due Long Branch 6-54 P. M. The 7 A. M. and 3.30 P. M. lines run via Pemberton; 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, \$2:50. INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE copened 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-demy.

7 16 stuthim

she-wolf not pregnant it is 15 francs, for a male wolf 12 only, and for a cub half as much. M. d'Esterno very justly observes that such rewards as these are not enough to

RAILROAD LINES.

READING RAILROAD-GREAT TRUNK LINE of from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehauna, Oumberland, and Wyoming Valleys, the North North land, and Wyoming Valleys, the North, North west, 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

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, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagastown 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, Cumber-

land Valley, and Schuylkill and Susquenana 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
TION.
Leave Pottsville at 540 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 9.40 P. M. Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2:50 P. M., and Pottsville at 2.50 P. M., arriving at Philadelphia at Harrisburg Accommodation leaves Reading at

7 15 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation seuth 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 excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale

Railreads CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:16 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 Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

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

more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-25 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.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6-30 and 11-30 A. M. Trains leave Pottsville at 6:30 and 11:30 A

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

stations by Reading and Pottsville and Intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.
COMMUTATION TICKETS.—At 25 per cent.

discount, between any points desired, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and 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 half fare.

EXCURSION TICKE'S 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 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.

MAIL's close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., at d 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 points beyond. points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

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

FROM PHILADELINIA.

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

stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5:25 A. M. from B. C. Junction stops at all stations.
6:30 A. M. from West Chester stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

Port Deposit, and all stations on the P. & B. C.
R. R.
8-15 A. M. from B. C. Junction stops at all stations.
10-60 A. M. from West Chester stops at all stations.
105 P. M. from B. C. Junction stops at all stations.
155 P. M. from West Chester stops at all stations.
155 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.
150 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
150 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
ON SUNDAYS,
150 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
150 P. M. for West Chester stops at all stations.
150 P. M. from West Chester stops at all stations.
150 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
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150 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

RAILROAD LINES.

RAILROAD LINES.

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

FROM WALNUT STREET WHARF.

At 6-39 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3-30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 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 peints 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. 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 Ferry (upper side).

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7 80 and 10 45 A. M., 2 30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12 30, 5 15, and 7 30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction. At 7 and 10:48 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railroad. At 7 and 9-30 A. M., 12-45, 6-45, and 12 P. M., New York Express Lines, and at 11 30 P. M., Remigrant 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.

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 BELVIDERE DELAWARE RAILROAD LINES

FROM KENSINGTON DEPOT.
At 780 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oawego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 730 A. M. and 330 P. M. for Scranton, Strongsburg Water (Ap. Belgidere Easton Language) Strougsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3 30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At & P. M. for Lambertville and intermediate CAMLEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL FROM MARKET STREET PERRY (UPPER SIDE). At 7 and 9 A. M., 1, 2-15, 3-30, 5, and 6 80 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.
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-

At 7 A. M., 1 and 3-30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown. The 7 A. M. and 3.80 P. M. Lines leave from Walnut street wharf.
July 8, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Train's will leave Depot, corner of Broad street and Washington ayenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted). for Builimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Dorchester and Delaware Railroad, Seaford with Dorchester and Delaware Rail road, at Deimar 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, storning at Will mington, Perryville, and Havre-de-Grace. Connects at Wilwington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Eikton, North East, Charlestowp, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Steumer's Run. deen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

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

Passengers for Fortress Monroe and Norfolk will

take the 11'45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11'90 A. M., 2'30, 5'00, ant

7.00.P. M. The 5.00 P. M. train connects with Dela-ware kallroad 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 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cenrsl Raifroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:26 A. M., Way Mall; 9:00 A. M., Express; 2:36 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Mag-nolla, Porrynan's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-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. 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 PHILADESPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route, THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS.

BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1879,

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. LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7:00 A. M. Accommodation and 8:20 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S agnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

"Traveller's" and "Appleton's Guides."
627 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:— LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-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. st 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and

R. R. at 7 A. M., 10 A. M., 230 P. M., 430 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 430 P. M., leaving Oxford at 605 A. M., and leaving Port Deposit at 925 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 62

RAILROAD LINES

PENNSYLVANIA 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 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

Depot.

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

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

will receive attention.

Mail Train Paoli Accommodation, 10 A. M. & 12 50 and 7 10 P. M. Fast Line . 12 30 P. M. Fire Express . 11 00 A. M. Erie Express
Harrisburg Accommodation Lancaster Accommodation
Lancaster Accommodation
Parkesburg Train
Cincinnati Express
Erie Mail and Pittsburg Express . 6·30 P. M. 8·00 P. M. . 10·30 P. M. 11·30 P. M.

Way Passenger

Li 30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Uncinnati 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 \$ P. M. at No. 118 cured and baggage delivered by 5 P. M. at No. 118 Market street. Sunday Train No. 1 leaves Philadelphia at 8*49

A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 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.

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

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, General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEHN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 18, 1870.

Takes effect May 16, 1870. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7:00 A. M. (Accommodation) for Fort Washing-

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazieton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Clevethe Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethiehem. Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre,

Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

115, 3 30, and 5 20 P. M., for Abington.

145 P. M. (Express) for Bethlehem, Easton, Allertown, Mauch Chunk, Mahanoy City, Tilkesbarre, Pittston, and Hazleton.

2 30 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 Bethiehem, Easton, Allentown, and Mauch Chunk.
6-20 P. M. (Accommodation) for Lansdale. 8.00 and 11.00 P. M. (Accommodation) for Fort Washington.
The Fitth 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 25 P. M. Doylestown at 8 25 A. M., 4 40 and 7 05 P. M.

Lanedale at 7:30 A. M. Fort Washington at 9 20 and 11:20 A. M., 3:10 and

946 P. M.
Abington at 2:35, 4:56, and 6:45 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2:00 P. M.
Philadelphia for Fort Washington at 8:30 A. M. Bethlehem 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 8-10 P. M.
Tickets sold and baggage checked through to
principal points at Mann's North Pennsylvania
Baggage Express Office, No. 105 S. Fifth street.
May 16, 1870.
ELLIS CLARK, Agent. May 16, 1870.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A. M.,

1, 2, 2 16, 3 14, 8 14, 14 16, 5 16, 5 16, 6 16, 7, 8, 9, 10 06, 11,

12 P. M.

Leave Cermantown 6, 6 55, 7 16, 8, 820, 9, 10, 11, 12 Leave Germantown 6, 6 55, 7%, 8, 8:20, 9, 10, 11, 12

A. M., 1, 2, 3, 3½, 4, 4½, 5, 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, 4.05, 7, and 16% P. M. Leave Germantown at 8% A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 25, 834, 55, 7, 9, and 11 P. M.

Leave Chernut 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 9% A. M., 2 and P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and

9-25 P. M. Passengers taking the 6-55, 9 A. M., and 61/4 P. M trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOUKEN AND NORRISTOWN. Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 6, 5½, 8½, 8 05, 10, and 11½ P. M.

Leave Norristown 5½, 6 25, 7, 7½, 8 50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

UN SUNDAYS.

M., 1½, 8, 4½, 6½, 8, and 9½ P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia 6, 7½, 9, and 11.05 A. M., 1½,
3, 4½, 5, 5½, 6½, 8.05, 10, and 11½ P. M.

Leave Philadelphia 6, 7½, 8, 10, 9.20, and 11½
A. M., 2, 3½, 5, 6½, 8½, and 10 P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.

PLy MOUTH RAHLRUAD.

Leave Philadelphia 5 P. M.

Leave Philadelphia 6½ P. M.

Leave Manayunk 7½ A. M. 1½, 6½ and 9½ P. M.

Philadelphia 6½ P. M.

Leave Manayunk 7½ A. M.

Leave Philadelphia 6½ P. M.

Leave Philadel tersection Station.

The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from Germantown to Ninth and Green streets.

520 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 925 A. M. and 426 P. M., on PORT DEPOSIT at \$125 A. M., and \$130 P. M., arrival of trains from Baltimore.

OXFORD at 605 A. M., 1005 A. M., and 530 P. M., CHADD'S FORD at 746 A. M., 1200 M., 130 P. M.,

455 P. M., and 649 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 HENRY WOOD.

General Superintendent,

AUD TION SALES."

M. S. FOURTH STREET, NOS. 189 AND 144

REAL ESTATE SALE,

July 26, will include:—
Orphans Court Sales—Estate of Collins Rigg, deceased—MODERN THREE-STORY BRICK RESIDENCE, DYE-HOUSE, STABLE, and LARGE LOT, northwest corner of Emerald and York streets, Nineteenth ward, within two squares of the Philadelphia and Frankford Passenger Kallway. TWO THREE-STORY BRICK DWELLINGS, Nos. so6 and sos Catharine street, west of Eighth street.
Sale by Order of Heirs—TWO-STORY BRICK
DWELLING, No. 781 South Third street, below German.
MODERN THREE-STORY BRICK DWELLING, No. 2545 North Front street, Nineteenth ward.

STOCKS. Also, 7 shares Kensington National Bank.
200 shares Rathbon and Camden Oil Company,
50 shares Camden and Atlantic Railroad pref.
\$3000 Camden and Atlantic Railroad second mort-

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

ADMINISTRATOR'S PEREMPTORY SALE AT 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 administrator, stock of high and low-priced watches, diamonds, jewelry of various kinds, gold neck and vest chains, double-barrelled guns, pistols, opera-glasses, studs, sleeve buttons, sets jewelry, and

Every lot to be sold without reserve. Catalogues ready and the goods arranged for ex-mination early on the morning of sale. 7 22 3t 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
charge.

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 284 MAPKET 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 & TREET. [6 28 tf

TN LOUISVILLE, KY GEORGE W. ANDERSON. R. C. STUCKY. THOMAS ANDERSON & CO.

AUCTIONERS 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, carpets notions, etc., every Wednesday and Thursday. [3 19 8m]

REAL ESTATE AT AUOTION. SALE BY ORDER OF HEIRS .- THOMAS &

SALE BY ORDER OF HEIRS.—THOMAS & SONS, Auctioneers.—Two-story brick Dwelling, No. 781 S. Third street. On Tuesday, July 26, ing, No. 781 S. Third street. On Tuesday, July 26, 1870, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two and a half story brick messuage, with two-story back buildings and lot of ground, situate on the east side of Third street, between German and Catherine streets, No. 781, the lot containing in front fifteen feet five inches, and extending in depth eighty feet to a five-feet wide alley, with privilege of the same. The house has gas introduced, bath, hot and cold water, cooking range, etc. Clear of all incumbrance.
Terms—Cash. Immediate possession.
M. THOMAS & SONS, Auctioneers,

7 16 aw 8t Nos. 199 and 141 S. FOURTH Street. REAL ESTATE.—THOMAS & SONS' SALE.

2 Three-story Brick Dwellings, Nos. 806 and Sos Catharine street, west of Eighth street. On Tuesday, July 26, 1870, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all those 2 three-story brick messuages, with one-story kitchens and lots of ground, situate on the south side of Catharine street, west of Eighth street, Nos. 806 and 808; containing in front 11 feet, and extending in depth 36 feet. Each subject to a yearly ground rent of \$33.

M. THOMAS & SONS, Auctioneers,

Nos. 139 and 141 S. FOURTH Street. LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. 1870 1870

HEMLOCK. O SEASONED CLEAR PINE. 18
SEASONED CLEAR PINE. 18
CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS.
RED CEDAR.

FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. 1870 1870DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.

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

UNDERTAKERS' LUMBER. 1870 RED CEDAR. WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. 1870

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

WHITE OAK PLANK AND BOARDS,

CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870 CEDAR SHINGLES.
CYPRESS SHINGLES.
MAULE, BROTHER & CO. 18701870

No. 2500 SOUTH Street. PANEL PLANK, ALL THICKNESSES,— COMMON PLANK, ALL THICKNESSES.

1 COMMON BOARDS.

1 COMMON BOARDS.

1 and 2 SIDE FENCE BOARDS.

WHI'E PINE FLOORING BOARSS.

YELLOW AND SAP PINE FLOORINGS, 1¼ and

4½ 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, 531 6m 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 Balesters and Newel Posts.
A LARGE ASSORTMENT ALWAYS ON HAND.

BUILDING MATERIALS. R. R. THOMAS &

DEALERS IN Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC.,

N. W. CORNER OF EIGHTEENTH and MARKET Streets PHILADELPHIA. JOHN FARNUM & CO., COMMISSION MERe) chants and Manufacturers of Conestons Ticking, atc.