THE FRENCH ZOUAVES.

THEIR ORGANIZATION AND STYLE OF FIGHTING. France possesses several special or extra corps entirely distinct from the regular army, the national guard, or the marines. One of them, and perhaps the most peculiar and eccentric, are the Zouaves. There are two kinds of Zouaves, the African or original Zouaves, who, in time of peace, are always stationed in Africa, and whose strength there is about 12,000 men, and the Zouaves imites, or imitation Zouaves, who are armed, equipped, and drilled like the original corps, but do not possess the same perfection in manorawring, etc. These latter are only stationed a part of the time in Africa, the greater part they are stationed in various parts of France. In their armament the Zouaves differ materially from the regular infantry, particularly in their bayonets, which have the shape of scythes, and their side-arm, which is the Algerian yataghan—that is, the peculiar shortsword of the Kabyles. Also, in so far that they prefer to use their own private revolvers. No one can become a Zouave who is not a born Frenchman, and a very large number of them are recruited amongst the Paris loafers and gamins. Their drilling comprises, besides the military evolutions, more particularly also gymnastics, and no one can serve amongst them for any length of time who is not an accomplished and perfect swimmer. jumper, and climber. Their style of fighting differs accordingly from that of the regular infantry. They make no bayonet attacks in closed lines, but spread themselves out so as to have more room for striking about with their bayonet, and they enter the enemy's lines on the full run with large bounds.

One of their eccentricities is their love for cats, and they prefer as pets the large gray and black cat of Algeria. The training of these cats is admirable. They know not only all the soldiers, but also their four-footed comrades belonging to the same battalion, and easily pick out their own masters under all circumstances. They are very obedient to them, and, not only on the march but also in battle, take up their positions on their knapsacks-from which position they participate in the fight according to their own peculiar style, and jumping into the face of the enemy and scratching and biting in a furious manner. During the Crimean war the wounds in the faces of the Russian soldiers from these cats were so serious and numerous that they had to establish at Odessa a separate ward in the hospital for the better healing of them.

In climbing up and attacking a rocky height the Zouaves command their cats to the front to lead the way, and carefully watching the way the cats take they follow them closely and take advantage of every foothold pointed out by their trusty and agile comrades.

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD. Mail. 8-00 A. M.
Freight (with passenger car). 9-45 A. M. Express (through in 1% hours) 3:30 P. M. Atlantic Accommodation 4:15 P. M. Returning leave Atlantic For Atco and intermediate stations, 10:15 A. M.

Returning, leave—
Haddonfield at 7:15 A. M., 1 P. M., and 3 P. M.
Atco, at 6:22 A. M. and 12:15, noon.
ON SUNDAYS. The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destina-Additional ticket offices have been located at No.

Additional ticket offices have been located at No. 825 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 responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY. Agent.

DHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains
on the Philadelphia and Eric Railroad run as
follows from Pennsylvania Railroad Depot, West

MAIL TRAIN leaves Philadelphia 10 20 P. M.
Williamsport 8 00 A. M.
arrives at Erie 7 40 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 - 7-25 A. M.
Williamsport 6-00 P. M.
arrives at Lock Haven 7-20 P. M.
BALD EAGLE MAIL leaves Williams 1.30 P. M. port - arrives at Lock Haven - . 2.45 P. M. BASTWARD.

MAIL TRAIN leaves Erie Williamsport arrives at Philadelphia 6.20 A ERIE EXPRESS leaves Erie . Williamsport arrives at Philadelphia 6:30 P ELMIRA MAIL leaves Williamsport - 9 45 A. M.
arrives at Philadelphia 9 50 P. M.
BUFFALO EXP. leaves Williamsport 12 25 A. M.
Harrisburg - 5 20 A. M.
arrives at Philadelphia 9 26 A. M.
BALD EAGLE MAIL leaves L. Haves 11 35 A. M.
arrives at Philadelphia 9 26 A. M.
BALD EAGLE MAIL leaves L. Haves 11 35 A. M.
arr. Williamspt 12 30 P. M.

BALD EAGLE EX. leaves Lock Haven 9:35 P. M.
" arr. Williamsport 10:50 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 Superintendent.

WEST JERSEY RAILROADS. SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1370.
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, Millville, Swedesboro, and intermediate stations. 9:00 A. M. Mail and Express for Cape May. 11:45 A. M., Woodbury Accommodation, 8:16 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 4:00 P. M., Fast Express, for Cape May only. 6:45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal. Sunday Mail Train leaves Philadelphia at 7:15 A. M.; returning, leaves Cape May at 5:10 P. M.

A. M.; returning, leaves Cape May at 5-10 P. M.
Commutation tickets at reduced rates between
Philadelphia and all stations.

Commutation tickets at reduced rates between Philadelphia and all stations.
Cape May Season Tickets, good for four months from data of purchase, \$60. Annual Tickets, \$100. Freight Train leaves Camden daily at 9-20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue. \$15 WM. J. SEWELL, Superintendent.

ONG BRANC

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.
8:00 " Due Long Branch 12:16 P. M.
9:00 P. M. Due Long Branch 6:03 P. M.
3:30 " Due Long Branch 6:04 P. M.
3:30 " Due Long Branch 6:04 P. M.
1:10 The 7 A. M. and 8:30 P. M. lines run via Pemberton; 8 A. M. and 2 P. M. lines run via Freehold.
Palace Cars attached to 3:30 P. M. line.
Fare Philadelphia to Long Branch, \$2:50.
7:12:48

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870. The trains of the Pennsylvania Central Raffroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Streets. 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 one square of the

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.

Mail Train
Paoli Accommodation, 10 A. M. & 12.50 and 7.10 P. M.
Fast Line
Eric Express
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train
Cincinnati Express
Eric Mail and Pittaburg Express
Way Passenger
Train
Way Passenger
Train
To 30 P. M.
Eric Mail leaves daily, except Sunday, running TRAINS LEAVE DEPOT.

Erie Mail and Pittsburg Express . 10:30 P. M.
Way Passenger . 11:30 P. M.
Erie Mail leaves daily, except Sunday, running
on Saturday night to Williamspert 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
Market street.
Sunday Train No. 1 leaves Philadelphia at 8:40
A. M.: arrives at Paoli at 9:40 A. M. Sunday

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.

Cincinnati Express B 10 A. M.
Philadelphia Express B 30 A. M.
Eric Mail
Paoli Accommodat'n, 8 20 A. M. & 3 20 & 6 40 P. M.
Parkeshure Train Parkesburg Train . 9-00 A. M Fast Line and Buffalo Express . 9-35 A. M . 11.55 A. M. 5.40 P. M. 9.40 P. M. Lancaster Train

Erie Express Lock Haven and Elmira Express

Lock Haven and Elmira Express 940 P. M.
Lock Haven and Elmira Express 940 P. M.
Pacific Express 940 P. M.
Pacific Express 940 P. M.
Harrisburg Accommodation 940 P. M.
For iurther information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 501 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company wift not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

429 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEEN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.
Sixteen Daily Trains Serve Passenger Depot.

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.

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West.

the Great West.

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

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

1 15, 3 30, and 5 20 P. M., for Abington. 1 45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, "likesbarre, 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 Bethlehem, Easton, Allentown, and Mauch Chunk. nd Mauen Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8 00 and 11 30 P. M. (Accommodation) for Fort

Vashington.
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 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

Abington at 2.35, 4.55, and 6.45 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Philadelphia for Fort Washington at 8.30 A. M.

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

and 8-10 P. M.
Tickets sold and baggage checked through to
principal points at Mann's North Fennsylvania
Baggage Express Office, No. 105 S. Fifth street.
May 16, 1870.
ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-PHILADELPHIA, GERMANTÔWN AND NOR-RISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, July 18, 1870.

F#R GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9:06, 10, 11, 12 A. M.,

1, 2, 2 ½, 8 ½, 8 ½, 4, 4 ½, 5:05, 6 ½, 6, 6 ½, 7, 8, 9, 10:05, 11,

12 P. M.

12 P. M.
Leave Germantown 6, 6 55, 7%, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 3%, 4, 4%, 6, 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 10% P. M. Leave Germantown at 8% A. M., 1, 3, 6, and 93%

Leave Philadelphia 6, 8, 10, and 12 A. M., 21/2, 83/4, 5%, 7, 9, and 11 P. M. Leave Chesaut Hill 7:10, 8, 9:40, and 11:40 A. M.,

1'40, S'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 6½ P. M. trains from Germantown will make close connections with the trains for New York at Intersection

FOR CONSHOHOCKEN AND NORRISTOWN.

Station.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½,

8, 4½, 6, 5½, 6½, 806, 10, and 11½ P. M.

Leave Nerristown 5½, 626, 7, 7½, 8:50, and 11 A.

M., 1½, 3, 4½, 6½, 8, and 9½ P. M.

ON SUNDAYS.

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

Leave Philadelphia 6, 7½, 9, and 11½ P. M.

Leave Philadelphia 6, 7½, 9, and 11½ P. M.

Leave Philadelphia 6, 7½, 9, and 11½ P. M.

Leave Manayunk 6, 656, 73, 810, 920, and 11½

A. M., 2, 3½, 5, 6½, 826, 10, and 11½ P. M.

Leave Philadelphia 9 A. M., 1½, 6½, and 7½ P. M.

Leave Philadelphia 9 A. M., 1½, 6½, and 7½ P. M.

Leave Philadelphia 5 P. M.

Leave Phymouth 6½ A. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domine, 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, 9-05 A. M. and 6½ 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.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at \$26 A. M. and 426 P. M., on arrival of trains from Baltimore.

OXFORD at 6-05 A. M., 10-55 A. M., and 5-30 P. M.
CHADD'S FORD at 7-26 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.

General Superintendent. General Bu

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE sylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 18, 1870.
Leaving the Company's Depot at Thirteenth and
Callowhili 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.

Ing at 6:26 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, Willamsport, Eimira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carilsle, Chambersburg, 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 Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

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 626 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M., Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODA
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 10:29 A.
M. and 9:25 P. M.
Returning leaves Philadelphia at 5:15 P. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:56 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

7.00 P. M.

Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 5.85 P. M., arriving in Philadelphia at 9.25 P. M.
Market train, with a passeeger car attached, leaves Philadelphia at 12.30 noon, for Reading and all way stations; leaves Pottsville at 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays ex-

cepted.
Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 3-16 P. M. Leave Philadelphia
for Reading at 8 A. M.; returning from Reading at
4-25 P. M. These trains connect both ways with
Sunday trains on Perkiomen and Colebrookdale

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from 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, returning from Schwenksville at 6:45 and 5:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various prints in Perkiomen Valley connect with trains at points in Perklomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.
NEW YORK EXPRESS FOR PITTSBURG AND 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 connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-

more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pitteburg 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. M., and 6:50 P. M., returning from Tamaqua at 8:35 A.

M., and 140 and 4 50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.

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 8 40 P. M., from Brookside at 3 45 P. M.,
and from Tremont at 6 25 A. M. and 5 05 P. M.

TICKETS.

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

to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading

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, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms. MILEAGE TICKETS .- Good for 2000 miles, batween all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the read 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 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 reality hereof

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-OR and after MONDAY, April 4, 1870, 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.
6-20 P. M. for B. C. Junction. This train commences
running on and after June 1, 1870, stopping at all 6.55 P. M. for West Chester stops at all stations.

11'30 P. M. for West Chester stops at all stations. FOR PHILADELPHIA. 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. R. S. 15 A. M. from B. C. Junction stops at all stations. 1000 A. M. from West Chester stops at all stations. 100 P. M. from B. C. Junction stops at all stations. 105 P. 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, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 605 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 900 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping 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. 940 P. M. for West Chester stops at all stations. 1750 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 950 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 950 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 950 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 950 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 950 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 950 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 950 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 950 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. 950 P. M. for West Chester stops at all stations.

RAILROAD LINES.

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

to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6:30 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 points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

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 Palmyra.
At 6-30 and 10 A. M., 12 M., 5, 6, 8, and 11-30 P. M. for Field House.

for Fish House. The 11:30 P. M. line leaves from Market Street Ferry (upper side).

ROM RENSINGTON 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

Bristol.
At 7:30 A. M., 2:30, and 5 F. 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, 6:15, and 7:30 P. M. for Bustleton, 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.

PROM WEST PHILADELPHIA DEPOT,

Via Connecting Railroad.

At 7 and 9:30 A. M., 12:45, 6:45, and 13 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. Frankford. 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., 6:46 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

BELVIDERE DELAWARE RAILROAD LINES BELVIDERE DELAWARE RAILROAD LINES
PROM RENSINGTON DEFOT.
At 7-80 A. M. for Niagara Fails, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose,
Wiikesbarre, Schooley's Mountain, etc.
At 7-30 A. M. and 3-30 P. M. for Scranton,
Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line
connects direct with the train leaving Easton for
Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate
stations.

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

ROADS.

FROM MARKET STREET PERRY (UPPER SIDE),
At 7 and 9 A. M., 1, 2.15, 3.30, 5, and 6.30 P. M.,
and on Thursday and Saturday nights at 11.30 P.
M. for Merchantsville, Moorestown, Hartford,
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, 3 39, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown. 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 Walnut street wharf.
July 5, 1870. WM. H. GATZMER, Agent.

July 6, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junctien and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Wicomico and Pocomoke Railroad.

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

and Stemmer's Run.

Night Express at 11.30 P. M. (Dally), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11.46 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 Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 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 Cen-

ral Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7:26 A. M., Way Mail; 9:00 A. M., Express; 2:36 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.

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. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent,

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIF in the morning AN EXPRESS TRAIN

in the Afternoon 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. 28 NORTH River, foot of Murray street, at 6.45 A. M. Accommodation and 4 30 P. M. Ex-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7-90 A. M. Accommonation and 3-30 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.

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 For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guidea."

627 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will Tun as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4'30 P. M.

For CXFORD, 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 Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 16 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. 4:2

REAL ESTATE AT AUCTION.

TRUSTEES SALE ESTATE OF THE

FREEDOM IRON AND STEEL COMPANY. The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public saie, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1810, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers,

All the lands, tenements, hereditaments, and real state of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:-

About thirty-nine thousand (39,000) acres of land in Millin and Huntingdon counties, Pennsylvanis, on which there are erected extensive steel works. four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:-

The property known as the Freedom Ison and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of

land. One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, caststeel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Midlin county, containing 91 acres of land, and 20 dwelling houses and stables. Also, the property known as the Week's Saw Mill. in the same county, containing 2352 acres of land. with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Minlin

Also, about 17,400 acres of unseated lands, in Midlin county. Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Midlin county, at a

county.

royalty of 25 cents per ton. Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildings of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to \$500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as fol-

\$2000 in cash, to be paid when the property is struck off. The balance te be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:-The property known as the Yoder Farm, in Brown

township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:-Beginning at stone in road, thence by land of John D. Barr, north 58 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44% degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46% degrees west 102 1-10 perches, to stone; thence south 44% degrees east,

190 6-10 perches, to the place of beginning-containing one hundred and twenty-five acres and twelve perches net measure. Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 441/2 deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45% deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42% deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 461/4 deg. east, 81 1-10 perches,

The same being subject to mortgage given to secure bonds, amounting to \$11,735-34, upon \$3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1.

to the place of beginning-containing thirty-three

acres and one hundred and twelve perches, net mea-

Also, the property known as the Williams farm, as follows:-All that certain tract of land situate in Derry

township, Mifflin county, Pa., bounded and described as follows:-Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 19314 perches, to a hickory; thence by lands of Samuel McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches. to a hickory; thence by lands of Peter Townsend's heirs, acuth 37 degrees east, 91 perches, to stones: thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98% perches, to a post; thence by land of Philip Martz,

north 70% degrees east, 89% perches, to the place of

beginning-containing one hundred and seven acres

and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for \$1250, with interest at 6 per cent. per annum, from November 8, 1868. Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about

nine acres and eighty-nine perches. The last named property is subject to a mortgage given to secure a bond for \$1000, bearing interest at the rate of 6 per cent. per annum from July 28,

The terms of sale of the last three described properties will be as fellows:-Twenty-five dollars in cash to be paid upon each

when they are respectively struck off. The balance of the purchase money of each to be paid in cash upon the execution of the conveyance

to the purchaser.

WISTAR MORRIS.

JAMES T. YOUNG,

ENOCH LEWIS,

THOMAS & SONS M. THOMAS & SONS, 6 27 mth t827

WINES. CHOICE TABLE

CLARETS.

ALBERT C. ROBERTS, Dealer in Fine Greceries,

Corner ELEVENTH and VINE Sproots

AUD FION SALES,

M. S. FOURTH STREET, NOS. 139 AND 166

REAL ESTATE SALE,
July \$6, 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 Hallway. delphia and Frankford Passenger Railway.

TWO THREE-STORY BRICK DWELLINGS, Nos.

S06 and S08 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 DWEILING,

No. 2545 North Front street, Ni STOCKS. Also, 7 shares Kensington National Bank. 200 shares Rathbon and Camden Oil Company. 50 shares Camden and Atlantic Ralifond prof. \$3000 Camden and Atlantic Railroad second mort-

MARTIN BROTHERS, AUCTIONEERS,-No. 704 Chesnut st., rear entrance from Minor, ADMINISTRATOR'S PEREMPTORY SALE AT THE AUCTION ROOMS.
WATCHES, DIAMONDS, GOLD CHAINS, GUNS, PISTOLS, OPERA-GLASSES, GOLD JEWELRY, AND OTHER ARTICLES.

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, lewelry of various kinds, gold neck and vest chains, double-barrelled guns, pistols, operaglasses, studs, sleeve buttons, sets jewelry, and other articles.

other articles. Every lot to be sold without reserve.
Catalogues ready and the goods arranged for exmination early on the morning of sale. 7 29 3t

Administrator's Sale, No. 1618 Arch street,
SUPERIOR MAHOGANY AND ANTIQUE FURNITURE, Etc.
On Friday Morning.
19th inst., at 10 o'clock, at No. 1618 Arch street, by
catalogue, by order of administrator, the superior
household furniture, antique cases of drawers, dressing tables. Furnous high cases clock. Canten phinaing-tables, mirrors, high case clock, Canton china, glassware, English Brusseis and ingrain carpets, fine large feather beds, etc., etc. May be seen early on the morning of sale.

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

BY BARRITT 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 ONCERT HALL
CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furiture 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, Bank street. Successors to John B. Myers & Co.

O S E P H P B N N E Y ,
AUCTIONEER,
No. 1807 CHESNUT STREET. [6 28 tf N LOUISVILLE, KY

GEORGE W. ANDERSON.
THOMAS ANDERSON & CO., STUGET.
(Established 1936).
AUCTIONERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.
Business strictly Commission. All auction sales excitatively 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. [S 19 3m] LUMBER. SPRUCE JOIST, SPRUCE JOIST, HEMLOCK, HEMLOCK, 1870 1870

SEASONED CLEAR PINE. 1870 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 PLANK.

1870 WALNUT BOARDS AND PLANK. 1870 WALNUT BOARDS, WALNUT BOARDS, WALNUT PLANK. UNDERTAKERS' LUMBER, 1870 WALNUT AND PINE. SEASONED POPLAR. SEASONED CHERRY. 1870

WHITE OAK PLANK AND BOARDS, HICKORY. CIGAR BOX MAKERS: 1 CIGAR BOX MAKERS: 1 SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

CAROLINA SCANTLING. CAROLINA H. T. SILLS, NORWAY SCANTLING. 1870 CEDAR SHINGLES.
CYPRISS SHINGLES.
MAULE, BROTHER & CO.,
NO. 2500 SOUTH Street. 18701870

PANEL 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, 1½ and
½ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,
Tregether 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. f4 29 8m

Work, Hand-rail Bainsters and Newel Posts.

A LARGE ASSORTMENT ALWAYS ON HAND. BUILDING MATERIALS. THOMAS & CO., DRALERS IN

Wood Mouldings, Brackets and General Turning

Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC., N. W. CORNER OF

EIGHTEENTH and MARKET Streets PHILADELPHIA.

HAIR OURLERS. THE HYPERION

HAIR CURLERS, AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1967.)

This Carler is the most perfect invention ever offered

to the public. It is easily operated, nest in appearance and will not injure the hair, as there is no heat required, nor any metalite substance used to rust or break the hair Manufactured only, and for sale whelesale and retail, by

MCMILLAN & CO., 5 23 8m No. 68 North FRONT Street, Philadelphia. Sold at all Jry oods, Trimming and Notion Stores.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twipe, etc.

JOHN W. BVERMAN, No. 10 CHURCH Street (City Stoces).