ROYAL REVENUES.

Income of the Royal Family of England. Queen Victoria is, or ought by this time to be, very wealthy. She has from Parliament a grant of £365,000 a year, and the palaces, save those which are her private property. are also kept up at the public expense. During the lifetime of the Prince Consort, whose allowance was £30,000 a year, when the court entertained a great deal, the departments of the lord stewart, lord chamberlain, and masters of the horse, no doubt exhausted the sums appropriated to them, but of late years, since the habits of the Queen have become so extremely retired, it is believed that nothing like the same expenses have been incurred, and that large savings have been effected. The Queen also derives an income from another source. About fifteen years ago an eccentric old gentleman named Neale, who had no relatives with any claim on him, left her £500,600.

On her accession to the throne the Queen

did not inherit a sixpense. On the contrary,

her only inheritance was the heavy debt left by her father, whose life was one long career of almost hopeless ill-fortune and embarrassment. These debts the Queen fully liquidated. Although her civil list is less than that of her grandfather and uncles, she has always been noted as a prompt payer, and has besides managed to purchase the very valuable properties of Osborne and Balmoral. Moreover, she has never, like her product cessors, asked for extra money to entertain foreign potentates; and although it is true that of late years such personages have been the guests of Mr. Claridge. the fashionable hotel-keeper, rather than those of his sovereign, this was not the case in the earlier and happy days of her reign, as those who saw the Ascot races on the memorable occasion when the Czar Nicholas assisted at them will testify. Again, while George the Third received par-

liamentary grants, amounting to many thousands a year, for his younger sons' expenses almost from their infancy, Queen Victoria asked for nothing until her sons were men, and still defrays all Prince Arthur's expenses. Yet the Briffsh public complains, though not by any means angrily or loudly, that not enough of the large sum given for representative functions is spent upon them. There is no doubt that an undue share of the expenses of entertainment fell upon the Prince of Wales, who is counted in England

a poor man for his position. He receives about £70,000 from the Duchy of Cornwall, which, until his father took the property in hand, was a sink of jobbery and corruption. Everybody connected with the estate had regarded it as food for plunder, and its revennes had fallen to about half what they are at present. The Prince further receives by Parliamentary grant £40,000 a year, and the Princess has £10,000. Mariborough House, which is Crown property, is kept up at the public expense. It is a large but not convenient edifice, of red brick, with scarcely a fine room in it. From the time of her husband's death until her own, this abode was the heme of Adelaide, the excellent queen dowager, but she died at Stanmore Priory, a few miles from London, a residence famous in the earlier part of the century, as the readers of Lady Morgan's memoirs will recollect, as the seat of the Marquis of Abercorn. Marlborough House was built by the great Duke, who no doubt selected the site for its convenient proximity to St. James' Palace, and the facility which it offered for back-stairs communication between Mrs. Morley and Mrs. Freeman, as the duchess and queen delighted to dub themselves.

Sandringham was bought out of the funds accumulated from the duchy of Cornwall during the prince's minority, and there are those who aver that the prince paid a great deal too much for his purchase, and that "the whole thing was a job. The property belonged to the honorable Spencer Cowper, son of the late Viscountess Palmerston. His wife, Lady Harriet, a daughter of Lord Blessington, first married the celebrated Count d'Orsay, and was, if report be true, sadly sinned against. When the Prince first married there were all sorts of stories adoat as to how it had been "done." How old carriages smartly vamped up had been palmed off upon his comptroller as new, etc. Unquestionably he needs a sharp administrative head about him, for royalty is considered by many tradespeople in England fair game for preposterous

About five years ago it was stated that the prince's allowance was inadequate for the support of his dignity, and press and people were unanimous as to the propriety of put-ting his income upon a level at least with that of a first-class nobleman's fortune. However, no measure with this view was brought forward in the House of Commons, for it is said that the Government received a hint that if this were done, although no objection would be urged to a further grant to the prince, unpleasant reflections would be offered in reference to the Queen's nonexpenditure. Indeed, it has been generally felt since, that if her Majesty does not maintain royal splendor and hospitality she should assist her son to do so, and the well informed deny that she has done so. There are now rumors that the prince will receive an accession to his income.

A large revenue is derived from the crown lands, and its increase has kept pace with the ever-increasing value of real estate. At the accession of the house of Hanover, the sovereign agreed to give up the revenues accruing from crown lands, and to accept in lieu thereof a fixed income. If to-morrow Parliament said, "We withdraw your civil lists, and you may do your best with the crown lands," the English royal family would still find itself uncommonly well provided for. It was computed lately that the New Forest alone would, if cut up into lots, sell for an enormous sum, whereas it now brings in scarcely anything. And the crown owns in London the very cream of real estate-the site of the clubs, Carlton, Terrace, Stafford House, etc. A great many Englishmen are not in the least aware of these facts.

ENGLISH VAGRANTS.

We are at last arriving, says the Pall Mall Gazette, at something like an accurate notion of the number of vagrants with whom England is infested. Those migratory pests have not unfrequently been described as though they formed a host two or three hundred thousand strong - an exaggeration which arose from confounding cases of vagrancy with individual vagrants; and for this the language of the constabulary reports is in great part answerable. The last report of the Poor Law Board gives the actual census of vagrants taken upon the same night in Eng. land and Wales, in connection with the numbers relieved by the guardians upon one night also, though not that on which the police made their enumeration of the entire herd. On the 1st of January, 1867, the num-ber of vagrants relieved in the casual wards of the unions throughout the whole of the island south of the Tweed was 5027. The police census, which took place on the 1st of

April of the same year, showed the total number, wherever sheltered for the night, in union casual wards, in tramps' lodginghouses, at places in charge of the police, or elsewhere, to be 32,528. On the 1st of January, 1868, the rate-relieved vagrants were 6129; on the 1st of April following the police counted 36,179. It will be observed that in both years the whole number of the April census of vagrants was about six times as meny as the guardians had to deal with on the 1st of January preceding. This proportion, we have been informed, was found to hold good for the town of Shrewsbury, where the magistrates had a register kept of the number of vagrants and tramps who visited that borough during a given period. The record showed that one in six was fed and housed at the cost of the poor rates. According to the latest returns about 1700 vagrants were in the casual wards of the metropolitan unions, and if this were but one-sixth of the entire class the London gathering of wayside beggars and thieves would be fully 10,000. But there is some reason for thinking that the rule will not hold for London. Here much has of late

been done to increase and improve the casual wards. The guests by the increase of their numbers have shown themselves not insensito the better entertainment provided for them. The Houseless Poor act was passed in 1864, but it took some time to make the needful arrangements for its administration. On the 1st of January, 1865, there were only 589 tramps and vagrants relieved by the London unions: on the 1st of January following they had increased, under the attractions of the new act, to 1501; two years afterwards the recorded number was 1882. But even vagrancy seems to have been in some way mitigated by the general revival of trade, for on the 1st of January this year the score was reduced to 1627. This, on a comparison with 1869, shows a decrease of 255 vagrants, or 13 per cent. Nevertheless, the absolute number is thrice what it was five

Incidentals.

-The Boston reporters being about to provide themselves with new badges are looking for designs. We suggest a "hub." According to the report of the Society for the Prevention of Cruelty to Animals, in California, only twenty-three cases had been discovered during the past year, and of that number eighteen were admonished and five prosecuted. From this state of things it may be indged that the Californians either are not ernel, or they entertain different notions to Mr.

Bergh about what constitutes cruelty. -Jersey City has a genuine haunted house, It is located at No. 50 Coles street, and can be secured at a reasonable rent, if any "skeptical" person should like to test the truth of the matter. The present occupants have been so fre-quently shaken out of bed of late, that they have determined to move away at once. ghostly laughter at the dead of night is said to

have caused the hair to stand on end. -At the regular meeting of a Western agri-cultural society held a few days back, the principal subject for discussion was the hot weather. The chairman suggested that it was "hot," the vice chairman that it was "very hot." the secretary that it was "furious," and the treasurer that was "scorehing." A motion to adjourn having prevailed, no farther opinions were

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Purviance's Stereoscopic Views in the Park, 2 cents each, \$2 50 per dozen. New Chromo, portrait of Dickens, the last likeness for which he sat, mounted, 9x11 inches, 50 cents

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READING RAILBOAD-GREATTRUNK LINE A from Philadelphia to the interior of Pennsylvania, the Schuyikill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, 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

MORNING ACCOMMODATION.
At. 7:36 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading 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 Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Champersburg, Hagerstown, etc. faio, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-80 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 fer Harrisburg, etc.; at
PORT CLINTON with Catawissa Railroad trains
for William-port, Lock Haven, Elmira; etc.; at
HARRISBURG with Northern Central, Cumberland 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 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 4.00 P. M.; arrives in Potistown at 6.15 P. M. REABING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 5-40 A. M. and 4-20 P. M., and Reading at 7-30 A. M. and 6-35 P. M., stepping at all way stations; arrive in Philadelphia at 10-20 A. M. and 6-25 P. 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 traing leave Harris-burg at 2 50 P. M., and Pottsville at 2 50 P. M., arriving at Pailadelphia at

7:00 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Hairisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation touth 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 l'ottsville at 5:40 A. M., connecting at Reading with accommodation train

for Philadelphia and all way stations. All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 5:16 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 Perkiemen 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 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwanksville take 7:30 A. M., Railread

Passengers for Schwenkaville take 7:30 A. M., 12:80, and 5:15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6:45 and 8:05 A. M., 12 46 noon, and 4 15 P. M. Stage lines for various 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

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 Hallroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 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 these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 250 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pettsville at 6:30 and 11:30 A. M., and 1:40 and 4:50 P. M., returning from Tamaqua at 5:35 A. M., and 1:40 and 4:50 P. M.

M., and 140 and 4 to P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.
Trains leave Auburn at 8-55 A. M. for Pinegrove

Trains leave Audurn at 800 A. M. for Pinegrove and Harrisburg, and at 1206 noon for Pinegrove. Trement, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3 45 P. M., and from Trement at 625 A. M. and 505 P. M.

Tickets.

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

and Canadas. Excursion Tickets from Philadelphia to Reading

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

day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Filladelphia, 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, be-tween all points, at \$47.00 each, for families and SEASON TICKETS .- For one, two, three, six, nine, or twelve months, for kolders only, to all points, at reduced rates. Chekgymen residing on the line of the road

will be furnished with cares 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. 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 Falladelphia 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., 12-36 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. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW-

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:—
FROM PHILADELPHIA.

645 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. 5-50 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

8tations. 645 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 an stations on the P. & B. C.
R. R.
S-15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
1-05 P. M. from B. C. Junction stops at all stations.
1-05 P. M. from West Chester stops at all stations.
4-05 P. M. from West Chester stops at all stations.
connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C. R. R.
6-05 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
9-00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ping at all stations.
ON SUNDAYS, ON SUNDAYS,

6-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2-30 P. M. for West Chester stops at all stations.

4-20 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. WHEZLER, Sup., 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.

PROM 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 RAILBOAD.

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

Trenton.
At 6:30, S, 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.

6.30 and 10 A. M., 12 M., 5, 6, 8, and 11:00 P. M. for Fish House.
The 11-30 P. M. line leaves from Market Street
Ferry (upper side).
HOM RENSINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 6, 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 F. M. for Morrisville and Tullytown.
At 7 80 and 19 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 16, 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

PROM WEST PRILADELPHIA 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., Emigran Line, via Jersey City. At 7 and 9 30 A. M., 12 45, 6 45, and 12 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run dally. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 8 46 P. M., and

BELVIDERE DELAWARE RAILROADILINES. At 780 A. M. for Niagara Falls, Buffalo, Dun-kirk, Emira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montroso, Wirkesbarre, Schooley's Mountain, etc. At 730 A. M. and 350 P. M. for Scranton, Strougsburg, Water Gap. Belvidere, Easten, Lambertville, Flemington, etc. The 3-20 P. M. Line connects direct with the train leaving Easten for Biauch Chunk, Allentewn, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate

CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL ROADS. FROM MARKET STREET FERRY (UPPER SIDE). The 7 A. M. and S-80 P. M. Lines leave from Wal-

nut street wharf. At 7 and 9 A. M., 1, 2 15, 3 30, 5, and 6 30 P. M., and on Thursday and Saturday nights at 11:00 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 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cockstown, New Egypt, and Hor-At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Im-laystown, Sharon, and Hightstown. August 1, 1876. WM. H. GATZMER, Agent.

DHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE-6, 1879.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at \$ 30 A. M. (Sundays excepted), for Estimore Street and Control of the Control of Contr

for Baitimere, 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 Rallroad. Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Earlies I rain & 47. it. (Stindays excepted), for Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Nowpert, Stanton, Newark, Eikton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Hun. Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elicton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnelia. Passengers for Fortress Monroe and Norfolk will

take the 11 45 A. M. train.
WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.20, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Belaware Railroad for Harrington and Intermediate

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Daily; all other ac-commodation 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 Con-

ral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:26 A. M., Way Mall; 9:90 A. M., Express; 2:26 P. M., Express; 7:26 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 725 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 Grove and intermediate stations at \$ 00 A. M.; returning, left West Grove at 3 to 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. DETWEEN NEW YORK AND PHILADEEPHIA
VIA LONG BRANCH. An ACCOMMODATION TRAIF in the morning AN EXPRESS TRAIN

in the Alternooon from each end of the THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS.

BETWEEN PHILADELPHIA AND SANDY HOOK, ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCII. 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 50 P. M. Express, LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7.09 A. M. Accommonation and 3.20 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jease Hoyt" have been flited 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

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.....\$200 "Long Branch....259 For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND EALTIMORE 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 4'80 P. M.

FOR ONE DEPOSIT at 7 A. M. and 430 P. M.
FOR ONE ORD, at 7 A. M., 430 P. M. and 7 P. M.
FOR CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 230 P. M., 430 P. M., and
7 P. M. TP. M.
Train leaving Philadelphia at 7 A. M. connects at
Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P.
M., leaving Oxford at 6:05 A. M., and leaving Port
Deposit at 9:25 A. M., connect at Chadd's Ford Junetion with Wil, MINGTON & READING R. R. 4.2 RAILROAD LINES,

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 18, 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. 118 Market street, will receive attention.

Mail Train TRAINS LEAVE DEPOT. Mail Train
Paoli Accommodation, 10 A. M. & 12 50 and 7 10 P. M.
Fast Line
Erio Express
Harrisburg Accommodation
12 30 P. M.
2 30 P. M. Lancaster Accommodation . 4-10 P. M. Farkesburg Train . 5-30 P. M. . 8-90 P. M. Eric Mail and Pittsburg Express . 10-50 P. M. Eric Mail and Pittsburg Express .

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

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M. at No. 116

Market street Sunday Train No. 1 leaves Philadelphia at 8:40 Sunday Train No. 1 leaves Panil at 5:40 A. M. Sunday Train No. 2 leaves Philadelphia at 5:40 P. M.; arrives at Paoli at 7:40 P. M.; Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

TRAINS ABRIVE AT DEPOT. Cincinnati Express . 3 10 A. M.
Philadelphia Express . 6 20 A. M.
Erie Mail . 6 20 A. M.
Paoli Accommodatin. 6 20 A. M.
Paoli Accommodatin. 6 20 A. M. Parkesburg Train Fast Line and Buffalo Express . . 9 35 A. M. Erie Express
Lock Haven and Elmira Express Pacific Express . . . 12:20 P. M. Harrisburg Accommodation . . 9:40 P. M.

Harrisburg Accommodation . 940 P. M.
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 118 MARKET Street.
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 Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner unless taken by special contract. owner, unless taken by special contract.

A. J. CASSATT,

4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD. THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

Takes effect May 16, 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, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RALL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. 8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauca 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, 2 50, and 5:20 P. M., for Abington. lentown, Mauch Chunk, Mahanoy City,

barre, Pitiston, and Hazleton.
2 50 P. M. (Accommodation) for Doylestown.
At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4-16 P. M. (Mail) for Doylestown. 5-00 P. Ra. for Bethlehem, Easton, Allentown, and Manch Chunk.
6 20 P. M. (Accommodation) for Lansdale.
8 00 and 11 30 P. M. (Accommodation) for Fort Washington. The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

TRAINS ARRIVE IN PHILADELPHIA FROM Betblehem 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. 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 80 A. M. Philadelphia for Loylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 30 A. M.

and 7:00 P. M.

Boylestown 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.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RALLROAD. TIME TABLE.

TIME TABLE.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9-05, 10, 11, 12 A. M., 1, 2, 2%, 5%, 8%, 4, 4%, 5-05, 5%, 0, 8)4, 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, 434, 5, 514, 6, 614, 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 914 A. M., 2, 4 05, 7, and

Leave Germantown at 51/4 A. M., 1, 3, 6, and 93/4 CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 3%, 5%, 7, 9, and 11 P. M.
Leave Chessut Hill 7-10, 8, 9-40, and 11-40 A. M.,

140, 340, 540, 640, 840, and 1040 P. M.
ON SUNDAYS.
Leave Philadelphia at 9/4 A. M., 2 and P. M.
Leave Chesnut Hill at 750 A. M., 1240, 540, and 9-25 P. M. Passengers taking the 6-55, 9 A. M., and 514 P. M trains from Germantown will make close connections with the trains for New York at Intersection FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 9, 4\forall, 0, 6\forall, 0\forall 4, 8:06, 10, and 11\forall P. M.
Leave Norristown 5\forall, 6:25, 7, 7\forall, 5:50, and 11 A.
M., 1\forall, 3, 4\forall, 6\forall 4, 8, and 9\forall P. M.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2/5, 4, and 7/4 P. M.
Leave Portistown 7 A. M., 1, 5/4, and 9 P. M.
FOR MANAY UNK.

Leave Philadelphia 6, 7/4, 9, and 11/05 A. M., 1/4, 5, 5/4, 6/2, 5/6, 10, and 11/4 P. M.

Leave Manayunk 6, 6/56, 7/4, 8 10, 9/20, and 11/4 A. M., 2, 3/4, 5, 6/4, 8/4, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2/4, 4, and 7/4 P. M.
Leave Manayunk 7/5 A. M., 1/4, 6/4 and 9/4 P. M.

Leave Philadelphia 5 P. M.
Leave Phymouth 6 A. M.
The 7 M. M. train from Norristown 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, Wiesinoming, Manayunk, Green Tree, and Constonecken.
Passengers taking the 7, 9-95 A. M. and 6 M. P. M. trains from Nipth and Green streets will make close connections with the trains for New York at Intersection Station. tersection Station.

The 9½ 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.

W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL, RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at \$25 A. M. and \$25 P. M., on arrival of trains from Baltimore.
OXFORD at 605 A. M., 10:25 A. M., and 5:20 P. M., CHADD'S BORD at 7:26 A. M., 12:00 M., 1:00 P. M.,
Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Superintendent.

AUD FION SALES. THOMAS BIRCH & SON, AUCTIONER'S AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 706 Washington Square, Locust street. HOUSEHOLD FURNITURE, CARPETS, 15 FEST EXTENSION, DINING TABLE, BEDDING, On Wednesday Morning.
At 10 o'clock, at No. 706 Washington square, will

or sold the furniture, carpets, bedding, etc., of par-or, dining room and ten chambers.

The furniture can be examined after 3 o'clock on the morning of sale.

EMPORTANT SALE OF
SEVEN HANDSOME COTTAGES
AND 22 COTTAGE SITES,
AT CAPE MAY, N. J.
On Saturday Evening,
August 6, at 5 o'clock, at the Stockton Hotel, Cape
May City, will be sold, at public sale,
Seven handsome double two-story Cottages, with Mansard roofs, containing from 9 to 15 rooms; built of the best materials and workmanship, and located

most advantageously in relation to the sea-shore.

COTTAGE SITES.

At the same time will be sold 22 Lots of Ground desirably located for cottages, on Grant street,

Wood street, and Expendence. Wood street, and Broadway.

For particulars apply to the auctioneer, No. 1118
Chesnut street. Philadelphia,
Or.R. B. Swain, Cape May, N. J. 7 27 9t

CONCERT BALL AUCTION ROOMS, No. 1919 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. H .- A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 289 and 284 MARKET street, corner of Bank street. Successors to John B. Myers & Co. FIRST LARGE PEREMPTORY SALE OF 2,000

CASES BOOTS, SHOES, TRAVELLING BAGS, &C., FOR FALL OF 1870.
On Tuesday Morning,
August 2, at 10 o'clock, on four moutus' credit, including — cases men's, boys', and youth's calf, kip, buff leather and grain, cavalry, Napoleou, dress and Cengress boots and baimorals; kip, buff and polished grain strogans; women's, misses', and children's calf, kid, enamelled, and buff leather, goat and morneced palmorals. Congress gratters less boots and record palmorals. rocco balmorals, Congress gatters, lace boots, ankis-ties, slippers, metallic overshoes and sandals, traveling bags, shee lacets, &c.

BY EARRITT & CO., AUCTIONBERS.

CASH AUCTION HOUSE,

No. 880 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge.

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

J O S E P H P E N N E Y.

AUCTIONEER,
NO. 1207 CHESNUT STREET. (625 tr IN LOUISVILLE, KY GLORGE W. ANDERSON.
THOMAS ANDERSON & CO.
(Established 1520).
AUGITONEERS AND COMMISSION MERCHANING,
Business strictly Commission. All auction sales strice,
sively for each.

eively for each.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and bate every Thursday.

Regular auction sales of dry goods, clothing, carpeter notions, etc., every Wednesday and Thursday. [3 19 dm]

RAILROAD LINES. CAMBEN AND ATLANTIC RAILROAD. CAMDEN AND STREET FORTHE SEA SHORE.
THROUGH IN 1% HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1876, trains will leave VINE STREET FERRY as follows:
Special Excursion (when engaged) 6:15 A. M.
Mail. 8:00 A. M.
Freight (with passenger car) 9:45 A. M.
Express (through in 1% hours) 8:20 P. M. Special Excursion. 4-15 P. M.

Returning leave Atlantie—

Mail. 5 05 P. BL. 4 35 P. M. 11 50 A. M. 7 24 A. M. 6 05 A. M.

leave Vine Street Ferry every Saturday, at 2 P. M.
Returning, leave Atlantic City, Monday, 9:40 A. M.
LOCAL TRAINS LEAVE—
For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M.
For Aton and Intermediate stations, 10:15 A. M. and 6 P. 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.

Leave Vine Street Ferry at street, will call for baggage and check to destination.

Additional ticket offices have been located at No. s28 Chesnut street and No. 116 Market street for the Sale of through tickets only.

Passengers are allowed to take wenring 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 on the Philadelphia and Eric Rallroad run as follows from Pennsylvania Railroad Depot, West

MAIL TRAIN leaves Philadelphia 10 20 P. M.

Williamsport 8 00 A. M.

arrives at Erie 740 P. M.

ERIE EXPRESS leaves Philadelphia 10 20 A. M.

Williamsport 8 15 P. M.

arrives at Erie 726 A. M.

ELMIRA MAIL leaves Philadelphia 700 A. M.

Williamsport 600 P. M.

arrives at Look Haven 720 P. M.

BALD FAGLE MAIL leaves Williams. BALD PAGLE MAIL leaves Williams. " sport - 180 P. M. arrives at Lock Haven - 246 P. M.

General Superintendent. WEST JERSEY RAILROADS.

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

Commutation tickets at reduced rates between Philadelphia and all stations.

Sunday Mail Train leaves Camden daily at 9-20 A. M., Stapping at all stations on signal.

Sunday Mail Train leaves Camden daily at 9-20 A. M., Stapping at all stations on signal.

Sunday Mail Train leaves Camden daily at 9-20 A. M., Stapping at all stations.

Cape May Scason Tickets, good for four months from date of purchase, \$20 P. M., Cape May ending the foundation of the stations.

Swedesboro, and intermediate stations.

Swedesboro and intermediate stations.

Swedesboro and intermediate stations.

Swedesboro and clier stations.

Sunday Mail Train leaves Philadelphia at 7-18 A. M.; returning, leaves Cape May at 5-10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Scason 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, Salein, and Bridgeton.

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

Freight delivery at No. 28 S. Delaware avenue.

S15 WM. J. SEWELL, Superintendent.

PIANOS.

ALBRECHT, RIEKES & SCHMIDT,

MANUFACTURERS OF FIRST-CLASS PIANO-FORTES. Full guarantee and moderate pices.

8 42 WARRINGOMS, No. 810 ARCH Street.