FOREIGN ITEMS. Some people prefer suffering to being bored. This must have been eminently the case with an Englishman who, says a French paper, was sauntering recently about the platform of Henry IV's statue in Paris, yawning tremendously. He suddenly perceived an Italian organ boy carrying a large monkey, and instantly offered to buy it. The child was unwilling to part with the beast, but being tempted, first by one and then by two gold pieces, he at last consented to sell it, and the Englishman walked off with his purchase. He had not gone many yards when the monkey, annoyed at the change of masters, began to behave in a most diabolical manner, pulling out the Englishman's whiskers. scratching his nose and cheeks, and uttering piercing shrieks of rage. His new owner in vain tried to calm him. At last, losing patience, and streaming with blood, he seized the furious aximal and threw it into the Seine. Several people on the bank were setting dogs to swim. A Newfoundland jumped into the river, and brought the drowning monkey to shore. The monkey soon recovered its senses, and bounded towards the trees, which it joyfully climbed. The little Italian succeeded in inducing it to return to him, and then wanted to give back the purchase-money, but the Englishman flatly refused to take it, gave up the monkey to the boy, and went away rubbing his hands and declaring that he had been extremely well amused.

-The smallest dwarf in the world has, according to the London Morning Advertiser. been just admitted into the Bethnal-green Workhouse in a dying state. He is thirtytwo years of age, and his name is William Salletto. He has been measured by the medical officers and found to be only 31 inches in height. It seems that in 1862 his father met a Frenchman named Philip Lemure, who prevailed on him to give up his business and exhibit his son as the smallest dwarf existing. he being one inch less in height than ! General Tom Thumb. The father consented for a salary of £2 a week to allow the Frenchman to take all the profits from any exhibition. The dwarf first made his appearance at Rosherville Gardens. After that he was taken on a tour through England. He was also received by several noblemen and county families. One gentleman presented him with a watch and chain, which, to his great sorrow, he no longer possesses. He then went to Paris, where, among other illustrious personages, he was introduced to the Emperor of the French at the Tuileries. He was afterwards shown to the present King of the Belgians. He then returned to England, where he was exhibited at several exhibitions. Recently he became ill, and his father and mother becoming destitute, they were all admitted into Bethnal-green Workhouse.

-One of the Indian papers refers to the success which has attended Sir Robert Montgomery's measures for the suppression of female infanticide introduced more than thirty years ago into the Allahabad district. In 1840 there were only three female infants among the suspected clans, next year there were as many as fourteen, and in 1842 there were twenty-eight female children. In the same villages the percentage of Rajpoot girls now bears a fair proportion to the male population, and in the three clans which were formerly most addicted to infanticide the percentages of girls are sixty-nine, sixtythree, and fifty-six. Among the Allahabad Rajpoots the possession of an unmarried daughter is no longer counted a disgrace, but, as a rule, the marriage expenditure is reduced, and marriage follows. The Pall Mall Gazette says:—It would have been well for us if Sir Robert Montgomery, or Sir Robert any one else, had thirty years ago introduced some measures which would have checked the system of infanticide that has taken root among us, and prevented the wholesale murder that we have allowed to go on until we really have become ashamed of the number of little bodies strewed about the streets. It is a melancholy reflec-tion that if there were a competitive examination in crime and vice few, if any, cities in the world would care to compete with London, which, judging from the murders and other horrors that have lately come to light, would leave no other candidate a chance of success. -The German newspapers announce that

the celebrated German dramatist, Herr Benedix, author of upwards of one hundred original plays, is now, at the age of seventy-one, in great distress. "It is only just," says the Gartenlaube, "that the public should take measures for ensuring the comfort, during the last few years of his life, of this poet, who has given it so much diversion by his brilliant and joyous productions." Herr Benedix is the author of Aschenbrodet, of which School is a very clever imitation, but an imitation all the same. He is also the author of the quaint little piece from which Leon Gozlan's Dieu merci, le couvert est mis! is derived. Leon Gozlan knew so little of the dramatist to whom he was indebted for the characters and plot of the trifle just named that he announced "Dieu merci," etc., as "tire du theatre Russe;" and it was from a Russian version of Benedix's dramatic sketch that the French version was prepared. If, after being played in Russia, France, and England, Benedix is little known out of his own country, that is not precisely the fault of Benedix himself. All the German actors who have had parts furnished to them by this prolific dramatist are joining in the subscription that has been opened for his benefit, and there would be no impropriety in the various foreign authors and managers who have profited by his talent doing the same.

MR. WEBSTER AS A LATERARY MAN. -Of all the public men of America, Mr. Webster was perhaps the most striking illustration of a purely literary power displayed on the theatre of politics. It has been said of him, by so judicious and knowing a critic as Horatio Seymour of New York, that he would have achieved a great name in literature had he not chosen the career of a politician. His strength, and that by which he distanced such competitors as Calhoun, was peculiarly one of literary effects; and it was displayed in the most striking and triumphant manner in those memorable debates on the tariff and nullification, which constituted, perhaps, the most brilliant passage in our political literature, as well as an era in our public national history. The question has often been vexed between the partisans of Calhoun and Webster who had the better of the arguments in these debates. But the real question of the matter goes deeper than its dialectics; and, whatever may have been the logical accuracy and power of Mr. Cal-houn on the legal and constitutional issue, it is certain that the great Massachusetts orator completely overthrew him by the superior and more finished literature of his discourse. The comparison of the two debates on this high and famous occasion furnishes a very precise and happy illustration of the power contributed from purely literary sources in the discussion of even the abstrusest political questions. The issue between Union and Disunion was not decided by arguments; and, indeed, it may be doubted whether any public question is ever entirely so determined.

Sentimentalism, as our statesmen are constantly discovering, will do more to govern the opinion of the people than any amount of logic; and all that Mr. Calhoun could make of syllogisms and lawyers' pleas could, and in point of fact did, have no weight by Webster's grand appeal to the passions of the multitude, and his splendid perorations to the "glorious Union." Those perorations are remembered by the masses and recited by the schoolboys, and have been the stock in trade of all the lesser politicians on every occasion of arousing the patriotic emotions of the people, long after the barren arguments of the South Carolinian have been forgotten, or survive only in a record consulted and aunotated by lawyers and polemists.

Celestial Incluences, -Some years ago. when experiments were made with the pendulum at Bunker Hill Monument, Massachusetts, it was incidentally found by Professor Horsford that every morning the plumb-line suspended from the centre of the top to the floor, indicated an inclination to the west, every noon towards the north, and in the afternoon to the east. These movements were found the most marked when the sun shone, and thus due to the expansion of one side of the structure by the heat of its rays. It was lately tried what is the amount of this influence on the Capitol dome in Washington, which is of iron, a substance which, as is well known, expands more than stone. A long plumb-line was fastened to the under side of the ceiling of the rotunds, and extended to the stone pavement below. The plummet described daily an elliptical curve, of which the longest diameter was from east to west, and amounted in hot, sunny days to four or five inches. Professor Henry, of the Smithsonian Institution, remarks in regard to this :- "By molecular action of this kind, perpetually continued, time, the slow but sure destroyer, levels with the ground the loftiest monuments of human

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD. SHORTEST ROUTE TO THE SEA SHORE. Mail. Soo A. M.
Freight (with passenger car). 9.45 A. M.
Express (through in 14 hours). 3.30 P. M.
Atlantic Accommodation. 4.15 P. M.
Returning leave Atlantic—
Second Exempton. 5.25 P. M. Mail 4-35 P. M. Freight (with passenger car). 11-50 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 Atoo and intermediate stations, 10:15 A. M.

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 at800 A. M

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

sale of through lickets 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,

PHILADELPHIA 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 Philadelphia:— Philadelphia:-

WESTWARD.

MAIL TRAIN leaves Philadelphia • 10.20 P. M. MAIL TRAIN leaves Philadelphia - 8 00 A.
arrives at Erie - 7-40 P.
ERIE EXPRESS leaves Philadelphia 10-50 A.
"Williamsport - 8-15 P. 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. " arrives at Lock Haven - . 2.45 P. M. BASTWARD.

MAIL TRAIN leaves Erie - 8-50 A. M.

"Williamsport - 9-25 P. M.

"arrives at Philadelphia 6-20 A. M.

ERIE EXPRESS leaves Erie - 9-00 P. M.

"Williamsport 8-15 A. M.

"arrives at Philadelphia 6-30 P. M.

ELMIRA MAIL leaves Williamsport - 9-45 A. M.

arrives at Philadelphia 9-50 P. M. BUFFALO EXP. leaves Williamspert 12 25 A. M.

"Harrisburg - 5 20 A. M.

"Arrives at Philadelphia 9 25 A. M.

arrives at Philadelphia 9 25 A. M.

BALD EAGLE MAIL leaves L. Haven 11 36 A. M.

"arr. Williamsp't 12 50 P. M.

BALD EAGLE EX. leaves Lock Haven 9 35 P. M. BALD EAGLE EX, leaves Lock Haven 9-35 P. M.

" arr. Williamsport 10-50 P. M.
Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN,
General Superintendent.

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

ferry), at
8-90 A. M., Mail for Bridgeton, Salem, Vineland,
Millville, Swedesboro, and intermediate stations,
9 to A. M. Mail and Express for Cape May.
11 45 A. M., Woodbury Accommodation.
8 15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
8-30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and intermediate stations.
4-90 P. M., Fast Express, for Cape May only.

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.

Cape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100.

Freight Train leaves Camedan 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.

3:16 WM. J. SEWELL, Superintendent.

WHISKY, WINE, ETQ.

CARSTAIRS & McCALL. No. 126 Walnut and 21 Granite Sts. IMPORTERS OF Brandies, Wines, Gin, Olive Oil, Etc., WHOLESALE DEALERS IN

PURE RYE WHISKIES. IN BOND AND TAX PAID.

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 148 North SECOND Street, Philadelphia.

FIRE AND BURGLAR PROOF SAFE J. WATSON & SON,

J. WATSON & SON,
Of the late firm of EVANS & WATSON, FIRE AND BURGLAR-PROOF

SAFE STORE. No. 53 SOUTH FOURTH STREET,

A few doors abov besnut st., Philada.

RAILROAD LINES. READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquebanna, 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.

hours:—
MORNING ACCOMMODATION.
At. 7-30 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.

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 Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, 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 Lobanen 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.
Leaver Philadelphia at 330 P. M. for Reading
Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6.26 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 10:20 A. Returning, leaves Philadelphia at 5:15 P. M.; ar-

rives in Reading at 7.55 P. M., and at Pottsville at Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadeiphia 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 '00 P. M.
Harrisburg Accommodation leaves Reading 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 ex-

All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 2.15 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 Perkiemen and Colebrookdale

Railroads. 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., 12-46, and 5-15 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 8-05 A. M., 12-45 noon, and 4-15 P. M. Stage lines for various points in Parkiomen Valley connect with trains at

points in Perklomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

Passongers for Mount Pleasant and intermediate coints take the 7:30 A. M. and 4:00 P. M. trains

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 connecting at Harrisburg with Pennsylvanta and Northern Central Railroad Express trains for Pittsburg. Chicago. Williamsport. Finits Rait. Pittsburg, Chicago, Williamsport, Elmira, Balti-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., and 4:50 P. M., returning from Tamaqua at 8:35 A.

M., and 140 and 450 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILTrains leave Auburn at 8:55 A. M. for Pinegrove

Trains leave Audurn at \$50 A. M. for Pinegrove and Harrisburg, and at 1205 noon for Pinegrove. Tremont, and Brookside, returning from Harrisburg at 340 P. M., from Brookside at 345 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 Tiekets 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 Fading and Pottsville and Pottstown Accommodation Trains, at reduced rates. 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.

and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and tween all points, at \$47.00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all polots, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

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

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 215 P. M.

FREIGHT TRAINS leave Philadelphia daily at 435 A. M., 1230 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

cints 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-ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

NUT, as follows:-FROM PHILADELPHIA. NUT, as follows:

FROM PHILADELPHIA.

6:45 A.M., for B. C. Junction, stops at all stations.

7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9:40 A. M. for West Chester stops at all stations.

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.

6:45 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.

6:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

Port Deposit, and all stations on the P. & B. C.
R. R.
8-15 A. M. from B. C. Junction stops at all stations.
10-00 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.
4-55 P. M. from West Chester stops at all stations,
connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C. R. R.
6-55 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
9-00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
ON SUNDAYS,
8-05 A. M. for West Chester stops at all stations,
1-50 P. M. from West Chester stops at all stations.
1-50 P. M. from West Chester stops at all stations.
1-50 P. M. from West Chester stops at all stations.
1-50 P. M. from West Chester stops at all stations.
Connecting at B. C. Junction with P. & B. C. R. R.
2-80 P. M. from West Chester stops at all stations.
1-50 P. M. from West Chester stops at all stations.
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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.

At 8:30 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 EAILEDAD.

At 7 A. M. and 8:30 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 6 P. M. for Trenton.

At 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., 8 30, 5, 6, 8, and 11 30 P. M. for Edgewater, Riverside, Riverton, 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),

PRON KENSINGTON DEPOT.

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

At 730 A. M., 2'30, and 5 P. M. for Morrisville and Tullytown.

At 730 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 12 P. M., New
York Express Lines, and at 11-30 P. M., Emigran 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 daily. All others Sundays excepted.

Sunday Lines leave at 9 30 A. M., 6 46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES, FROM RENSINGTON DEFOT.
At 7-80 A. M. for Nisgara Falls, Buffalo, Dun-At 7.30 A. M. for Nisgara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oawego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 730 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.

CAMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL-

ROADS.
FROM MARKET STREET PERRY (UPPER SIDE).
The 7 A. M. and 3.30 P. M. Lines leave from Walnut 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 11-30 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, 3 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 Hornerstown.

At 7 A. M., 1 and 8:30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1876. 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 Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railat Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11:45 A. M. (Sundays excepted) for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Conmington, Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for
Baitimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East,
Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's
and Stemmer's Run. Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's and Magnetia.

man'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 Delaware Railroad for Harrington and intermediate stations. man's, and Magnolia.

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 Dally; 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 '00 A. M. and 4'30 P. M. trains for Baltimore Cen-

7.00 A. M. and 4.30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mail; 9.00 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7.25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8.00 A. M.; returning, left West Grove at 3.55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing 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
EETWEEN 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

THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS,
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK,
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1570,

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 7:00 A. M. Accommodation 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 processing the former with the former with processing the former with t

the former with unequalled accommodations, and will make the connection between New York and Sandy "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent,

THE PHILADELPHIA AND BALTIMORE CEN-TRAL 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 OXFORD, at 7 A. M., 4'80 P. M. aud 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2'80 P. M., 4'80 P. M., and TP. M.
Train leaving Philadelphia at 7 A. M. connects at
Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P.
M., leaving Oxford at 6:05 A. M., and leaving Port
Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & BEADING R. R. 4:2 RAILROAD LINES.

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

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.

Mail Train TRAINS LEAVE DEFOT. Paul Accommodation, 10 A. M. & 12-80 and 7-10 P. M.

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

Cincinnati Express leaves daily. All other trains daily except Sunday.

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

Sunday Train No. 1 leaves Philadelphia at 8:49

Market street.
Sunday Train No. 1 leaves Philadelphia at 8:49
A. M.; arrives at Paoli at 9:40 A. M. Sunday
Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday
Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6.10 P. M.

Erie Express . Lock Haven and Elmira Express .

Lock Haven and Elmira Express 940 P. M.
Pacific Express 940 P. M.
Paci

NORTH PENNSYLVANIA RAILROAD 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.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7.00 A. M. (Accommodation) for Fort Washington. At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIE RALL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-

wAY for Bullato, Niagara Falis, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great West.

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

9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkosparre, Pittston, Scranton. Hackettstown, Schooley's Mountais, and N. J. Central and Morris and Essex Bailreads.

Railroads.

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

11 b. 3 30, and 5 20 P. M., for Abington.

145 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Filkesbarre, 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.

Mauch Chunk.
4-16 P. M. (Mail) for Doylestown.
5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale. 8 00 and 11 30 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and 8 26 P. M.
Doylestown at 8 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

ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M.
Philadelphia for Loylestown at 2 00 P. M.
Philadelphia for Fort Washington at 8 30 A. M.
and 7 00 P. M. Abington at 2.35, 4.55, and 6.45 P. M.

nd 7:00 P. 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 Pennsylvania
Baggage Express Office, No. 106 S. Fifth street.
May 16, 1870.
ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9 05, 10, 11, 12 A. M.,
1, 2, 2%, 8%, 8%, 4, 4%, 8 05, 5%, 6, 6%, 7, 8, 9, 10 05, 11,
12 P. M.

12 P. M.
Leave Philadelphia at 9½ A. M., 2, 4 05, 7, and

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

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2%, 834, 534, 7, 9, and 11 P. M.

Leave Chesaut Hill 7-10, 8, 9-40, and 11-40 A. M., 1-40, 3-40, 5-40, 6-49, 8-40, and 10-40 P. M.

UN SUNDAYS.

Leave Philadelphia at 9½ A. M., 2 and P. M.

Leave Chesnut Hill at 7-50 A. M., 12-40, 5-40, and 9-25 P. M.

9-25 P. M.
Passengers taking the 6-55, 9 A. M., and 614 P. M
trains from Germantown will make close connections with the trains for New York at Intersection Station. FOR CONSHOHOCKEN AND NORRISTOWN.

Station.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
3, 4%, 6, 5%, 6%, 8 ob, 10, and 11% P. M.
Leave Norristown 51%, 6 25, 7, 7%, 8 50, and 11 A.
M., 1%, 3, 4%, 6%, 8, and 9% P. M.

Leave Philadelphia 9 A. M., 21%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia e, 7%, 9, and 11 05 A. M., 1%,
3, 4%, 5, 51%, 6%, 8 05, 10, and 11% P. M.
Leave Manayunk 6, 6 6 56, 7%, 8 10, 9 20, and 11%
A. M., 2, 31%, 6, 6%, 8%, and 10 P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Philadelphia 5 P. M.
Leave Pigmouth 6% A. M.

The 7% A. 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, Wissinoming, Manayunk, Green Tree, and Conshehocken.

Passengers taking the 7, 9 05 A. M. and 6% P. M.
trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

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.

6 20

W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT St 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.
OXFORD at 6-66 A. M., 10-35 A. M., and 5-50 P. M., CHADD'S FORD at 7-36 A. M., 12-00 M., 1-30 P. M.,
4-45 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 bundred dollars unless a special contract is made for the same.

HENRY WOOD,

AUD FION SALES. M. S. FOURTH STREET. NOS. 189 AND 148

Sale at the Auction Rooms.

SUPERIOR HOUSEHOLD FURNITURE, ROSR-WOOD FIANO, French Plate and Pier Mirrors, Fire-proof, Safes, Bookcases, Wardrobes, Bedding, China. Glassware, Refrigerators, Stoves, Fine Carpets, Oil Paintings, Engravings, Etc.

On Thursday Morning,
August 4, about 600 lots superior household furniture, comprising a general assortment.

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

Sale No. 1110 Chesnut street.

HANDSOME WALNUT HOUSEHOLD FURNITURE, ROSEWOOD PIANO-FORTES AND PARLOR ORGAN, FRENCH PLATE MANTEL, PIER AND CHAMBER GLASSES; Brussels, Ingrain and Venetian Carpets; Spring, Hair, Husk and Straw Mattresses; Silver-Plated Ware and Cutlery, Glass and China Ware, Clothes Hampers, Toilet Sets, Wall Papers, &c.

On Friday Morning,

At 9 o'clock, at No. 1110 Chesnut street, will be sold, by catalogue, a large and desirable assortment of parlor, chamber, library, sitting-room and dining-room furniture. Also, carpets, pictures, bookcases,

room furniture. Also, carpets, pictures, bookcases, office tables, mattresses, bedding, &c.
SECONDHAND FURNITURE.

Also, the entire Furniture of a dwelling, to close ELEGANT ROSEWOOD PIANO-FORTE At one o'clock, will be sold, a very fine 7-octave rosewood case plano-forte, made by Schomacker.

EATING BAR COMPLETE.—Also, at same time, a copper heating apparatus, with kettles, gas pipe, &c., Also, the bar and decanters, demijohns, &c., of a sale on or eating bar.

saloon or eating bar.

2000 PHECES WALL PAPERS.

Also, at 2% o'clock, will be sold 2000 pieces wall paper, to close a partnership account.

8 3 2t

IMPORTANT SALE OF SEVEN HANDSOME COTTAGES AND 22 COTTAGE SITES, AT CAPE MAY, N. J.

AT CAPE MAY, N. J.
On Saturday Evening,
August 6, at 8 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 13 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 said as Lots of Greener.

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

For particulars apply to the auctioneer, No. 1119 Chesnut street, Philadelphia, Or R. B. Swain, Cape May, N. J. 7279t

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street. T. A. McCLELLAND, AUCTIONEER. Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms. No. 1219 Chesnut street, every Monday and Thurs-

For particulars see "Public Ledger." N. B .- A superior class of furniture at private sale BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, BROGANS, On Tuesday Morning,
Aug. 9, at 10 o'clock, on four months' credit. 835t. BY BARRITT & CO., AUCTIONEERS.

CASH AUCTION HOUSE,

No. 230 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra

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

O S E P H P E N N E Y,
AUCTIONEER,
No. 1307 CHESNUT & TREET. [6 28 tf IN LOUISVILLE, KY

GEORGE W. ANDERSON.
THOM AS ANDERSON & CO.
(Established 1826).
AUCTIONEERS AND COMMISSION MERCHANTS:
Business strictly Commission. All auction sales excitsively for cash. cively for cash.

Consignments solicited for auction or private sales.

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

Regular auction sales of dry goods, clothing, carpets
notions, etc., every Wednesday and Thursday. [3 19 6m]

WATCHES, JEWELRY, ETO:

LEWIS LADOMUS & CO DIAMOND DEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARE. WATCHES and JEWELRY REPAIRED. 802 Chestnut St., Phila-

Ladies' and Gents' Watches, AMERICAN AND IMPORTED.

Of the most celebrated makers. FINE VEST CHAINS AND LEONTINES. In 14 and 18-karat.

DIAMOND and other Jewelry of the latest designs. Engagement and Wedding Rings, in 18-karat and coin.
Solid Silver-Ware for Bridal Presents, Table Cut-

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY, WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY,
S. B. corner SEVENTH and CHESNUT Streets,
3 25] Second floor, and late of No. 35 S. THIRD St.

CLOCKS. FOWER OLOCKS. MARBLE CLOCKS. BRONZE CLOCKS. COUCOU CLOCKS. VIENNA REGULATORS. AMERICAN LOCKS

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

THE PRINCIPAL DEPOT

REVENUE STAMPS, No. 304 CHESNUT STREET. CENTRAL OFFICE, NO. 105 S. FIFTH STREET (Two doors below Chesnut street),

ESTABLISHED 1862. The sale of Revenue Stamps is still continued at the Old-Established Agencice. The stock comprises every denomination printed by the Government, and having at all times a large

supply, we are enabled to fill and forward (by Mail or Express) all orders, immediately upon receipt, a matter of great importance, United States Notes, National Bank Notes, Drafts on Philadelphia, and Post Office Orders received in payment.

Any information regarding the decisions of the Commissioner of Internal Revenue cheerfully and gratuitously furnished. Revenue Stamps printed upon Drafts, Check Receipts, etc.

The following rates of commission are allowed Stamps and Stamped Paper:-On \$25 and upwards...... per 100

300 Addressall ers, etc., to STAMP AGENCY, NO. 304 CHESNUT STREET, PHILADELPHIA.

EASTON & MCMAHON. RIPPING AND COMMISSION MERCHANTS,

Ro. 2 COENTIES SLIP, New York,

No. 18 SOUTH WHARVES, Philadelphia,

No. 45 W. PRATT Street, Faltimore.

We are prepared to ship every discription of Freight to
Philadelphia, New York, Wilmington, and intermediat
points with promptness and despatch. Caual Boats as

Steam-tugs Impished at the shortest notice.