DANTE ALLIGHIERI IN THE CASTLE OF LIZZANA.

A correspondent of the London *Athenæum* writes as follows:—

About two miles from the romantic town of Roveredo, on the post road from thence to Verona, passing through the Val Lagarina by the course of the winding Adige, rises an abrupt and precipitous mass of limestone, which, on one side, seems to have been violently separated from the strata in its neighborhood; on the other, sinks down by a gradual declivity towards the general level. On the slope of this rock, high above the road, are a few courses of an old wall of rough but regular masonry; they measure about 15 feet in length by 12 in height, and are partly screened by trees: these are the last remains of a once famous castle in which, in the early part of the fourteenth century, Dante Allighieri was an honored guest.

The castle of Lizzana—for thus it is still called—is believed to be as old as the conquest of the Romans, and to have been erected, probably, by the patrician family Licinia, from whom its name is thought to have been derived. In the time of the Lombards, it was held by Ragilone di Lagara. In 1014, the Emperor Henry the Second was entertained here on his way back to Germany. In the twelfth century, the Guelph Jacopino, Count of Lizzana and lord of Roveredo, resided here: he was overpowered by the Ghibellines, but subsequently returned to the castle, and became Seignor of all the valley of Lagaro. On his death, the lordship passed, by the marriage of his daughter and heir, into the noble family of Castelbarco. There, from the twelfth to the fifteenth century, the Counts of Castelbarco held their brilliant courts.

The Venetians, in 1439, put an end to them and to the castle at the same time. The republic occupied Roveredo, and, desirous to obtain Lizzana, accused the Count, who then possessed it, of bad faith—a vulgar trick of tyrants in all ages. To the meek remonstrance of the Count, the Venetians replied with their artillery; and the venerable castle never recovered from the rough treatment it then received. The Counts of Castelbarco, in the thirteenth and fourteenth centuries, were intimately connected with the reigning lords of Verona. Guglielmo da Castelbarco was the chief friend of Alberto della Scala, who succeeded his brother Mastino as ruler of Verona in 1277. In 1285, Guglielmo was appointed by Alberto Podesta of Verona; in 1288 he was re-elected, and confirmed again in the office in 1289; in 1300 Alberto appointed him his vicar in the valleys of the Giudicarie; in 1302, at the urgent desire of the Bishop of Trent, he went to Verona to endeavor to negotiate a peace with Bartolomeo della Scala, the eldest son and successor of Alberto, and by his personal influence with the Scaligeri, and his courteous and amiable manners, accomplished a difficult and delicate undertaking, much to the satisfaction of the pugnacious prelate, who sorely repented him, says the historian Girolamo dalla Corte, of the turmoil and contests he had excited. On the death of Bartolomeo della Scala, in 1304, his brother Alboino succeeded him, and, four years later, at his particular desire, his younger brother, Can Francesco, better known as Can Grande, was joined with him in authority. Alboino was of a meek and timid spirit, and much averse to military pursuits, in which his younger brother delighted. It is highly probable that, even before this, Can Grande had been of much assistance to Alboino, and had made his influence felt at court. By both of them Guglielmo da Castelbarco was held in the highest esteem; he was, we are told by Dalla Corte, their chief councillor, and no undertaking of importance was engaged in, no decision come to, without first taking his advice. When in Verona, the Count was probably an inmate of the palace of the Scaligeri, and there made, as circumstances would show, the acquaintance and friendship of the exiled poet.

At what precise period, however, Dante availed himself of the invitation of Guglielmo to visit him in his castle of Lizzana, cannot be fixed with such chronological accuracy as some other of the poet's whereabouts, and depends on a previous question, on which his biographers have been much divided, as to when it was that Dante came to regard Verona as his second home. In all probability, this was not till after the capitulation of the chiefs of the Bianchi and their Ghibelline friends in the castle of Montaccianico, in Mugello, in the summer of 1306. Up to this time Dante had lived in hope of restoration to Florence by force of arms or political changes, and moved about with a sort of ubiquity, being found wherever his personal influence might help to promote his object. But after this capitulation, his honor and his interests would dictate another course; and then Verona became his chief *ostello*. Yet there is satisfactory historical evidence to show that he had visited the Scaligeri before this period, and may have made some sojourn at their court. In 1308-9 Dante left Italy for France, and remained abroad about two years, visiting Belgium, and probably England, and returning back through Germany. We may trace his footsteps in the cantos of his Divina Commedia. His visit to the castle of Lizzana and the Val Lagarina may have been between 1304 and 1306, or after that, but before 1308. It does not appear that he was asked to sign as a witness any document on the occasion, to which reference might afterwards be made: he did not write his name on any piece of perishable parchment, nor did he carve his initials on the crumbling surface of the limestone rock; but he did what was much more enduring: he left an everlasting record of his visit in the imperishable verses of his divine poem. His graphic description, in a few words, of the Slavino di Marco, as seen from the summit of the slope on which the remains of the castle of Lizzana stand, attest his presence here, and will, so long as Italy shall last.

From no other site than this commanding point of view can the astonished visitor survey the stupendous ruin of the limestone strata, and take in at a glance all the features which Dante has so artistically described (see the twelfth canto of the Inferno, verses 4-10.) The authority of chroniclers and local historians, and the traditions of the neighborhood, however well authenticated, might, perhaps, be disputed, but Dante's own record supersedes them all.

The castle of Lizzana could once accommodate a garrison of five hundred men, but its defenders have now dwindled down to two or three farm-servants only; yet, on visiting the castle last autumn, I found the place still almost impregnable, and after having battered away on the wooden gates with a heavy stone for nearly half an hour, I should have been forced to raise the siege, had not an active and obliging lad who was tending sheep on the green hill-side volunteered to scale the outer wall and surprise the guards within, which he did, when one of them came and opened the gates. From Roveredo it is a pleasant walk to this interesting relic in the Val Lagarina; we follow the main road as far as the Madonna del Monte, and then strike off to the left hand by the path which skirts along the side of the hill, gradually ascending till we reach the castle.

Guglielmo da Castelbarco was a generous-minded and benevolent man, and there was much in his character to entitle him to the esteem of Dante. He was also a liberal benefactor to Verona. In 1307 he began to erect, at his own expense, the magnificent church of S. Anastasia, and the convent at the side. In 1313 he undertook to rebuild the Monastery of the Saints Fermo and Rustico.

English visitors to Verona are, for the most part, familiar with the last memorial of this exemplary Count, the elegant monument over the antrance to the convent in front of the Albergo delle Due Torri; it consists of a sarcophagus beneath a semi-gothic canopy, after the Veronese fashion; on the sarcophagus is a reclining figure, which the guide-books pass over irreverently as scarcely worth noticing; but those who love to cherish the memory of the good and great will gaze on the marble effigy with devout interest when they remember that the recumbent figure represents the noble Guglielmo da Castelbarco, once the friend of Dante Allighieri.

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

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

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

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870
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RAILROAD LINES.

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

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 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 Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, 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 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 ACCOMMODATION.
Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7·30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9·25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg 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 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, 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 Perkiomen Valley connect with trains at Collegeville and Schwenksville.

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

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leave New York at 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, Baltimore, etc.

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 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 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 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 3·40 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 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, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

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 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.

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 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 CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, 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 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.
5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6·55 P. M. for West Chester stops at all stations.
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.
8·15 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.
1·55 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, connecting at B. C. Junction with P. & B. C. R. R.
2·30 P. M. for West Chester stops at all stations.
4·30 A. M. from West Chester stops at all stations.
7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia 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 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.
At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.
The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM 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 Bristol.
At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.
At 7·30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12·30, 5·15, and 7·30 P. M. for 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.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.
At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.
At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.
At 12 P. M. (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., 6·45 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DEPOT.
At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, 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.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY (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 Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
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, Imlaystown, Sharon, and Hightstown.
August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, 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 Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.
Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for Baltimore 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 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 11·45 A. M. train.

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 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 Philadelphia. 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 Central 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 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 TRAIN in the morning and
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
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. Express.
LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.
The NARRAGANSETT 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
" " " " Long Branch... 2·50
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 BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4·30 P. M.
For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 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

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.
AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET 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 depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A. M.
Paoli Accommodation, 10 A. M. & 12·50 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 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 8·40 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.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·30 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 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.
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.
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, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY 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, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.
11 A. M. (Accommodation) for Fort Washington.
1·15, 3·30, and 5·20 P. M., for Abington.
1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, 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.
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 8·25 P. M.
Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.
Lansdale at 7·30 A. M.
Fort Washington at 9·20 and 11·20 A. M., 3·10 and 9·45 P. M.
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. and 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 9·20 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 NORRISTOWN RAILROAD.
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, 2½, 3¼, 3½, 4, 4½, 5·05, 5½, 6, 6½, 7, 8, 9, 10·05, 11, 12 P. M.
Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P.M.
The 8·20 down train, and 2½, 3½, and 5½ up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10½ P. M.
Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9¼ 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 Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.
Leave Norristown 5½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.
Leave Manayunk 6, 6·55, 7½, 8·10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8½, and 10 P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia 5 P. M.
Leave Plymouth 6½ A. M.
The 7½ 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 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 9½ 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.
5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.
OXFORD at 6·05 A. M., 10·35 A. M., and 5·30 P. M.
CHADD'S FORD at 7·26 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 hundred dollars unless a special contract is made for the same.
HENRY WOOD,
4 2 General Superintendent.

AUCTION SALES.

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

Sale No. 413 Arch street.
OFFICE TABLES, DESKS, COUNTERS, FIRE-PROOF SAFE, SHELVING, ETC.
On Monday Morning,
August 8, at 10 o'clock, at No. 413 Arch street, will be sold, the Fixtures of Store, comprising—Office tables, desks, large lot of counters and shelving, fire-proof safe, wheelbarrow, four-wheeled truck, etc.
May be examined on the morning of sale at 8 o'clock. 8 5 2t

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

IMPORTANT SALE OF
SEVEN HANDSOME COTTAGES
AND 22 COTTAGE SITES,
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 sold 22 Lots of Ground desirably located for cottages, on Grant street, Wood street, and Broadway.
For particulars apply to the auctioneer, No. 1110 Chesnut street, Philadelphia,
Or R. B. Swain, Cape May, N. J. 7 27 9t

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 Thursday.
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, ETC.,
On Tuesday Morning,
Aug. 9, at 10 o'clock, on four months' credit. 8 3 5t

FIRST FALL SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.
On Thursday Morning,
August 11, at 10 o'clock, on 4 months' credit. 8 4 6t

OPENING FALL SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning,
August 12, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, etc. 8 4 7t

BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge. 11 24§

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

JOSEPH PENNEY,
AUCTIONEER,
No. 1307 CHESNUT STREET. [6 28 tf

IN LOUISVILLE, KY
GEORGE W. ANDERSON. H. C. STUCKY.
THOMAS ANDERSON & CO.
(Established 1826).
AUCTIONEERS AND COMMISSION MERCHANTS,
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclusively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and hats every Thursday.
Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 6m

RAILROAD LINES.

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

WESTWARD.
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 - 7·50 A. M.
" " Williamsport 6·00 P. M.
" arrives at Lock Haven 7·20 P. M.
BALD EAGLE MAIL leaves Williamsport - - 1·30 P. M.
" " " arrives at Lock Haven - - 2·45 P. M.

EASTWARD.
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 5·30 P. M.
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 9·25 A. M.
BALD EAGLE MAIL leaves L. Haven 11·35 A. M.
" " arr. Williamsp't 12·50 P. M.
BALD EAGLE EX. leaves Lock Haven 9·35 P. M.
" " " 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.

CAMDEN AND ATLANTIC RAILROAD.
SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express (through in 1¾ hours)	3·30 P. M.
Atlantic Accommodation	4·15 P. M.
Returning leave Atlantic—	
Special Excursion	5·35 P. M.
Mail	4·35 P. M.
Freight (with passenger car)	11·50 A. M.
Express (through in 1¾ hours)	7·24 A. M.
Atlantic Accommodation	6·06 A. M.

An extra Express Train (through in 1¾ hours) will 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 Atco and intermediate stations, 10·15 A. M. and 6 P. M.
Returning, leave—
Haddonfield at 7·15 A. M., 1 P. M., and 8 P. M.
Atco, at 6·22 A. M. and 12·15, noon.
ON SUNDAYS.
Leave Vine Street Ferry at................8·00 A. M.
" Atlantic City at................4·35 P. M.
The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.
Additional ticket offices have been located at No. 828 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,
6 28 Agent.

WEST JERSEY RAILROADS.
SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.
Leave Philadelphia, foot of Market street (upper ferry), at
8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.
9·00 A. M. Mail and Express for Cape May.
11·45 A. M., Woodbury Accommodation.
3·15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
4·00 P. M., Fast Express, for Cape May only.
5·45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.
Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.
Commutation tickets at reduced rates between Philadelphia and all stations.
Cape May Season Tickets, good for four months from date of purchase, $50. Annual Tickets, $100.
Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue.
8 18 WM. J. SEWELL, Superintendent.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. No. 222 CHESNUT Street, Philadelphia. 1 wfm§