# THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, AUGUST 8, 1870.

RAILROAD LINES.

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

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville

and Tullytown.

Frankford.

night

ROADS.

perstown

#### FOREIGN ITEMS.

-The cultivation of the cinchona, or quinine plant, in Jamaica has proved thoroughly successful. It was introduced in 1866, and at the close of the fellowing year the number of young plants had so increased that it was found desirable to convert 600 acres of virgin forest on the Blue Mountains into a cinchona plantation. Fifty acres were cleared, and forty of these at once filled with cinchonas, which, in spite of unfavorable circumstances, have largely multiplied. The plantation is situated about 5000 feet above the sea level. is well watered, and possesses a suitable soil, capable even of resisting the pernicious influonce of a season like that of last year, which was one of the driest oh record. Sir James Grant, in his report just published, regrets that the demand for young einchonas for propagation has hitherto been far behind the supply; but when the success of the experiment has become more widely known, he hopes that mountain proprietors will find it to their interest to cultivate largely a plant which has commercial as well as sanitary value to recommend it.

-Dr. Cuy, in his recent treatise "On Pub-lic Health," attributes much of the virulence with which the sweating sickness attacked England in the sixteenth century to the surfeiting and gluttony which then prevailed among the people. "Flesh meats highly sea-joned with spice were eaten to excess, strong wine was dronk early in the morning, and noisy nocturnal carousings were customary." The epidamic, it is well known, differed from other pestilences in having been wholly developed at home, and not imported from abroad; and where cases occurred in foreign countries, they were almost always among Engglishmen, or persons addicted to English nabits of life. If this is true, says the Poll Mall Gazette, it is rather curious to notice the total absence of all apprehension of the recurrence of auch a pestilence in our own days. Our consumption of meat is, at least, four imes as great as it was in the sixteenth cenury; and we are endeavoring, by stimulating mportation from distant countries, to increase supply, under the belief that a meat diet ill counteract those numerous maladies hich arise from deficient nourishment. But, hether we agree or not in the suspicions th which Dr. Guy regards the "Roast Beef Old England." we can cordially commend the attention of every officer of health the neral conclusions, which he thus expresses: "A nation of gluttons and drunkards, livg in filthy, unventilated houses, in squalid, some streets, with their persons steaming hot and uncleanly clothing, are prepared any conceivable amount of sickness and rtality." Any exceptional weather or pidemic constitution of the air" may delop a pestilence which neither indulgence meat nor abstinence from it will have nch power to check.

-The Paris Gaulois announces the successcompletion of one of those undertakings ich recall the surprising labors of the acdictines of old. Monseigneur Perny, ar Apostolic in the Celestial Empire, has t presented the Emperor with the first ume of a French and Chinese dictionary. is is a wonderful monument of linguistic il and of conquered difficulties. The inlectual exertion alone was enough to make stoutest heart quail: but the author had o to overcome mechanical difficultles that ere nearly insuperable. He had to form oulds for the 80,000 characters comprising e Chinese language, to run the type, and to the work up with his own hand. And all in a little cell at the establishment for

to have an opportunity of comparing the America of his day with that of the present, and of observing what twenty years could do in the great republic.

"He then warmed in conversation, and said:-'I dislike giving you a cold negative, but I am not the man I was; I have had heavy domestic afflictions; I want nerve, and as for addressing a number of people, I have almost forgotten what public speaking was. I am in truth a changeling. Were I to go anywhere, it would be to America. But,' he added, 'why want me? Are you not a nation of orators?' " 'But,' I said, 'none, Signor Kossuth, such

"I then touched upon the delicate ground of pecuniary considerations, and he immediately observed:-'I have very little money, but I have very few wants and I am content. " 'Will nothing move you, Signor?' I said.

" 'I repeat,' he added, 'were I to go anywhere it would be to the grandest country in the world, your America; but I think, from the sample before me, you can do without Kossuth.' Oh! spare my, blushes! but I am a faithful witness, and he had to pay a compliment in return for mine.

"The upshot, however, was his emphatic determination to speak in public no more unless duty to his own country demanded it. He requested me to say, however, that he felt highly flattered by the invitation and grateful for the consideration regarding his circumstances."

A Dog HERMIT.-The Cincinnati Gazette tells the following story of a dog who has for ten years lived apart from the world and his kind:

"His cell is under a house a few doors west of John, on the north side of Hopkins street. The entrance is by an aperture in the foundation wall. Here he stays all day, sleeping or waking, with the ground for his bed, and the floor of the dwelling for the cover of his cell. Curious visitors have seen his eyes glaring in the darkness of his lodging place. No one has ever seen him venture from his retreat by day. He is perfectly quiet in his secluded home. Sometimes a noiseless 'listener in the room above him hears him moving about, but a step on the floor settles him into profound silence. About the hour of midnight he steals out quietly from his silent retreat and takes a ramble through the city, evidently in quest of food. His tracks may be seen of a snowy night. No companion has ever been known to accompany him home. If he should bark, the tenant of the story above him would think his last hour had come. Where he gets his food and drink no one is able to tell. How long he has been an inhabitant of his present quarters is something of a secret, but it could be ascertained. Ten years, at least, is the time tradition has told the present occupant of the dwelling this canine hermit has lived among its foundation

walls in solitude. What induced the poor animal to take to his dreary mode of life tradition does not tell. No tale has come out of his disappointment in love, causing him to avoid the society of his fellows, or of a religious fervor leading him to renounce the world and its vanities. Only the bare fact of a sly, persevering, quiet canine hermit remains an unexplained phenomenon. The human occupants of the house are too humane to disturb the privacy of the poor animal for mere curiosity sake. The probability is he will live his days out and die in his chosen solitude.

A SINGULAR BLOW-UP .- A correspondent of the Charlottesville (Va.) Chronicle relate the following almost incredible story:---A very remarkable phenomenon occurred in this county on Tuesday last, which no one can explain. As the miller at Mr. Thomas Ayler's mill, situated on one of the tributaries of Robinson river, was sitting quietly in the mill on the evening of that day, he was surprised at a sudden peal as of thunder, and on getting up and going to the window he perceived that his dam was blown up, and the tremendous logs of which it was built were flying sixty feet in the air. Some of them were thrown a distance of seventy-five vards, and the whole dam entirely demolished. In a corn-field some three or four hundred yards below the dam about two-thirds of the ears of corn were shaken from the stalk and scattered over the ground. The evening was perfectly clear, with the exception of a very few insignificantlooking clouds low down in the Eastern sky, and the sun was shining brightly at the time this inexplicable phenomenon presented itself. Some persons suppose that a torpedo must have been placed under the dam by the Yankees during the war, and that the time had just arrived for it to go off. Others think that a thunderbolt came from these clouds in the East, passing through the corn-field, and knocked off the ears that fell (leaving the remainder ears for seed and the fodder intact for winter use, I suppose) and striking the rock on which the dam was built, which extended up on dry land, followed it

### RAILROAD LINES.

READING RAILROAD-GREATTRUNK LINE trom Philadelphia to the interior of Pent-sylvania, the Schuylkill, Susquehanna, Cumber-land, and Wyoming Valleys, the North, North-west, and the Caradas.

SPRING ARRANGEMENT Of Passenger Trains, May 16, 1870. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours: hours:-

to New York and Way Places, FROM WALNUT STREET WHARF, At 6:30 A. M., Accommodation, and 2 P. M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City. VIA NEW JERSET SOUTHERN RAILBOAD, At 7 A. M. and 8:30 P. M. for New York, Long Branch, and intermediate places. At 6 P. M., for Amboy and intermediate stations. At 6:50 A. M., 2 and 3:30 P. M. for Freehold. At 6:50 A. M., 2 and 3:30 P. M. for Freehold. At 6 and 10 A. M., 12 M., 2, 8:30, and 5 P. M. for Trenton. 

MORNING EXPRESS. At 815 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Wi liamsport, Elmira, Rochester, Nisgara Falls, Buf falo, Wilkesbarre, Fittston, York, Cariisle, Cham-versburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with Factor and A. M. train connects at READING with

At 6'30, 8, and 10 A. M., 12 M., 2, 3'30, 5, 6, 8, and 11'30 P. M. for Bordentown, Florence, Bur-lington, Reverly, Delanco. and Riverton. At 6'30 and 10 A. M., 12 M., 3'30, 5, 6, 8, and 11'30 P. M. for Edgewater, Riverside, Riverton, and Palmyre. The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Alientown, etc., and the 8-15 A. M. train connects with the Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamoport, Lock Haven, Elmira; etc.; at HARKISBURG with Northern Central, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham bersburg, Finegrove, etc. and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 5, 8, and 11:30 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street Ane H.30 F. M. the leaves from Market Street Ferry (upper side). BROM KENSINGTON DEPOT. At 7:30 A. M., 2:30, 8:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol Bristol. bersburg, Pinegrove, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Read ing and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION. Leaves Pottstown at 6.25 A. M., stopping at in-termediate stations; arrives in Fhiladelphia at 8.40 A. M. Returning, leaves Philadelphia at 4.00 P. M.; arrives in Fottstown at 6.15 P. M. REABING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:50 A. M. and 5:55 P. M., stopping at all way stations; arrive in Philadelphia at 10:29 A. M. and 9:25 P. M. Returning, leaves Philadelphia at 516 P. M.; ar-rives in Reading at 7.55 P. M., and at Pottsville at

9.40 P. M. Morning Express trains for Philadelphia leave

Harrisburg at \$10 A. M., and Pottsville at 9 A. M., arriving in Philadeiphia at 1 P. M. Afternoon Express trains leave Harris-burg at 250 P. M., and Pottsville at 250 P. M., arriving at Philadelphia at 700 P. M. Harrisburg Accommodation leaves Reading at

7.16 A. M. and Harrisburg at 4.10 P. M. Connect-ing at Reading with Alternoon Accommodation south at 6.35 P. M., arriving in Philadelphia at 9.25 P. M.

BELVIDERE DELAWARE RAILROAD\_LINES, FROM KENSINGTON DEFOT. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owogo, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, 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 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-

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 Perklomen 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 Down-ingtown at 6:20 A. M., 12:46, and 5:16 P. M. PERKIOMEN RAILROAD. Railronds

At 7 A. M., 2 15 and 6:30 P. M. for Lumberton and Passengers for Schwenkaville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, re-

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and turning from Schwenksville at 6.45 and 8.05 A. M. 12 45 moon, and 4-15 P. M. Stage lines for various points in Perklomen Valley connect with trains at Pemperton. At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD. COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:50 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 Kaliroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

more, ef

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-26 A. M. and 8-50 A. M., passing Reading at 7-28 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 Mittelevent through between Jersey City and road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Pittsburg without change. A Mail train for New York leaves Harrisburg at 8:10 A. M. and 250 P. M. Mail train for Harrisburg leaves SCHUYLKILL VALLEY RAILROAD. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:60 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:60 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 8:65 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 6:05 P. M. and from Treront 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 dey 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 Accommodation Trains, at reduced rates. The following tokets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Fhiladelphia, or of G. A. Nicolls, General Superintendent, Reading. COMMUTATION TICKETS.-At 25 per cent.

RAILROAD LINES

#### DENNSYLVANIA CENTRAL RAILBOAD.

AFTER S P. M., SUNDAY, JULY 10, 1870. AFTER S 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 Mar-ket street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the Danci.

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 Ches-nut 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 DEPOT.

 

 TRAINS LEAVE DEFOT.
 8:00 A M.

 Mail Train
 8:00 A M.

 Paoli Accommodation, 10 A. M. & 12:59 and 7:10 P. M.
 12:30 P. M.

 Fast Line
 12:30 P. M.

 Eric Express
 11:00 A. M.

 2:30 P. M.
 2:30 P. M.

 Fast Line Frie Express Harrisburg Accommodation Lancaster Accommodation Parkesburg Train Cincinnati Express Erie Mail and Pittsburg Express 5.30 P 8.00 P. M. 10.80 P. M. 11.80 P. M. 

cured and baggage delivered by 5 P. M. at No. 118 Market street. Sunday Train No. 1 leaves Philadelphia at 846 A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 810 A. M. Sunday Train No. 2 leaves Paoli at 850 P. M.; arrives at Philadelphia at 640 P. M. TRAINS ARBIVS AT DEPOT. Cincinnati Express 630 A. M. Erie Mall Parkesburg Train Fast Line and Buffalo Express 540 P. M. Fast Line and Buffalo Express 540 P. M. Brie Express 540 P. M. Lock Haven and Elmira Express 940 P. M. Pacific Express 12:20 P. M. Harrisburg Accommodation For iurther information apply to JOHN F. VANLEER, Ja., Ticket Agent.

JOHN F. VANLEER, JE., Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE,

SAMUEL R. 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 Hun-dred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner unless taken by spacial contract At 5 P. M. for Lambertville and intermediate AMLEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-FROM MARKET STREET FERRY (UPPER SIDE), The 7 A. M. and 3:30 P. M. Lines leave from Walowner, unless taken by special contract. A. J. CASSATT, 429 General Superintendent, Altoona, Pa.

N ORTH PENNSYLVANIA RAILROAD-THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-ERN PENNSYLVANIA, SOUTHERN AND IN-TERIOR 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:-7.60 A. M. (Accommodation) for Fort Washington.

PHILAPELPHIA, WILMINGTON, AND BAL. TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 8, 1870. Trains will leave Depot, corner of Broad street and Washington avenue, as follows:-Washington avenue, as follows:ton. At 7:35 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahaney City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-land, Chicago, San Francisco, and all points in the Great Wast. the Great West.

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 atd Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road at Delaware Kailroad, the Great west. 8 25 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Bothlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountais, and N. J. Central and Morris and Essor Vallreads.

Kailreads.
H A. M. (Accommodation) for Fort Was hington
1.15, 3.30, and 5.20 P. M., for Abington.
1.45 P. M. (Express) for Bethlehem, Easton, Al1.45 P. Mauch Chunk, Mahanoy City, Wilkes-Railreads.

Express Train at 11:45 A. M. (Sundays excepted). lentown, Mauch Ohunk, Mahanoy City, BUFFALO EXP. teaves Williamsport 12 25 A. M. "Harrisburg - 6 20 A. M. arrives at Philadelphia 9:25 A. M. BALD BAGLE MAIL leaves L. Haven 11:85 A. M. "arr. Williamsp't 12 50 P. M. BALD EAGLE EX. leaves Lock Haven 0:25 P. M. "arr. Williamsport 10:50 P. M. Express Mail and Accommodation, east and west. barre, Pittston, and Hazieton. 2 30 P. M. (Accommodation) for Doylestown. At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.
4 16 P. M. (Mail) for Doylestown.
5 06 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale.
8 00 and 11 20 P. M. (Accommodation) for Fort Washington. connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Off Creek and Allegheny River Railroad. WM. A. BALDWIN, General Superintendent. Washington. The Flith and Sixth streets, Second and Third streets, and Union Lines Oity Cars run to the CAMDEN AND ATLANTIC RAUROAD. TRAINS ARRIVE IN PHILADELPHIA FROM

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

AUD MON SALES,

CONCERT HALL AUCTION ROOMS, No. 131.9 CHESNUT Street. T. A. MCOLELLAND, AUCTIONERR. Personal attention given to sales of household for-

niture at dwellings, Public sales of furniture at the Auction Rooma, No. 1219 Chesnut street, every Mondav and Thursdav

For particulars see "Public Ledger." N. B.-A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUOTIONEERS, Nos. 252 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2009 CASES BOOTS, SHOES, BROGANS, TTC, On Tuesday Morning, Aug. 9, at 10 o'clock, on four months' credit. 83.06

FIEST FALL SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.

On Thursday Morning, August 11, at 10 o'clock, oa 4 months' credit.8466

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, cot-tage, and rag carpetings, etc. 847t

BARRITT & CO., AUCTIONEEPS. CASH AUCTION HOUSE. No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra harge. 11 845 harge.

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

Sale at No. 704 Chesnut street. HANDSOME WALNUT PARLOR, CHAMBER AND DINING-ROOM FURNITURE, CARPERS, ETC.

On Wednesday Morning. 16th Instant, at 10 o'clock, at No. 704 Chesnus

street. O S E P H P S N N B Y , AUCTIONEER, No. 1207 CHESNUT STREET. [6 33 tr J

TN LOUISVILLE, KT

GEORGE W. ANDERSON. H.C. STUDIEL. THUMAS ANDERSON & OO.

AUGTION FFES AND COMMISSION MERCHANTH, LOUISVILLE, KY. Business strictly Commission. All suction sales excess-icals for cosh.

Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hate swary

Thursday. Regular anction sales of dry 'goods, clothing, caroase notions, etc., every Wednesday and Thursday. [3 19 6m

#### RAILROAD LINES.

PHILADELPHIA AND ERIE BAILEOAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the traffer on the Philadeiphia and Kris Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:-

WRATWARD. WESTWARD, MAIL TRAIN leaves Philadelphia 10.20 P. M. Williamsport 8 00 A. M. Arrives at Erie 740 P. M. ERIE EXPRESS leaves Philadelphia 10.50 A. M. Williamsport 8:16 P. M. arrives at Erie 7:25 A. M. ELMIRA MAIL leaves Philacelphia 7:50 P. M. arrives at Lock Haven 7:50 P. M. BALD EACHLE MAIL leaves Williams BALD EAGLE MAIL leaves Williams. Dort . . . 1:50 P. M. 144 Haven - 2\*45 P. M. BASTWARD. MAIL TRAIN leaves Erie - 8:50 A. M. Williamsport 9:25 P. M. arrives at Philadelphia 8:20 A. M. ERIE RXPRESS leaves Erie - 9:00 P. M. Williamsport 8:15 A. M. arrives at Philadelphia 6:30 P. M. ELMIRA MAIL leaves Williamsport - 9:46 A. M. arrives at Philadelphia 9:50 P. M. ELMIRA MAIL leaves Williamsport - 9:46 A. M. Harrisburg - 6:20 A. M. BUFFALO EXP. leaves Williamsport 12:26 A. M. arrives at Philadelphia 9:50 P. M.

At 7 30 and 1045 A. M., 230, 5, and 5 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12:30, 6:15, and 7:80 P. M. for Bustledaily 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. 118 Market street. 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 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., Emigran

York Express Lines, and at 11:30 P. M., Emigran Line, vis 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, Torresdalo, 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.

to be called into life again. Supposed to we been founded by the Phoenicians and have been alluded to by Homer, it is hisrically known as the capital and residence st of the Lydian kings, later of the Persian traps. Being burned down successively by Kimmerians, the Greeks, Antiochus the eat, and half destroyed by an earthquake der Tiberius, it was always rebuilt again, til at last, probably since the days of mierlaze, it ceased to be anything but vast field of ruins; the remains of a satre, a stadium, and a triple wall, with wers among them, were left as a memory the royal city, which also boasted of ving been one of the first Chriscommunities. It seems that a lway in the course of construction between yrna and Kassaba is about to touch this d of ruins, and a Prussian savant now on asual tour in those parts has taken steps secure a methodical exploration of the ole, chewin faisant. Apart from the gain antiquity in general which a scientific intigation of those ancient constructions st yield, there is no doubt that the Berlin seum will obtain many a precious relic at ery reasonable rate. News has also been yed from the same traveller of certain ious antique Greek statues, immured in e or less damaged state in the medieval of Pergamus, which could very easily quired. Thus a colossal statue was dised there the other day, in the most perpreservation, but had, in default of a German man-of-war to take it home, to vered up again.

## LOUIS KOSSUTH.

Interview with Him in His Retirement. ne months ago, says the Boston Journal, oston Lyceum Bureau commissioned a rated lecturer to travel through Europe he found Kossuth, and, as it was rethat he was poor, to offer him a series crative engagements with lyceums in nited States. We are permitted to from an interesting letter just received the gentleman referred to, dated 

Alpine cliffs over which the Cenis Railhas just launched me here from Italy, I n to report the execution of the comon which you entrusted to me. \* \* retired quarter in the royalty-forsaken of Turin, piazza Cavour, over an humble tavern, I found the lonely Magyar-a sedate, rather dignified-looking gentleof apparently sixty years of age, whose anor, though grave, exhibited much

ility and courtesy. When I had laid your proposition before

and conveyed an assurance of the dewhich his acceptance of it would afford cepublic, he expressed his deep regret it was beyond his power to entertain it, ing that he had retired entirely from ic life, and was now a recluse from ally affairs. To this, as a rejoinder, in to remove any impression that a visit as was proposed to America would inhis interference in or contact with cal matters, I described to him the charand organization of American lyceums, he work done by the Boston Lyceum an for them, showing that the discourse esired from him would require only his upon some social or literary topic, from the atmosphere of politics altor. I added, likewise, that while grati-and instructing others, it would scarcely be a subject of intense interest to him

THE PRINCIPAL DEPOT FOR THE BALS OF REVENUE STAMPS NO. 304 CHESNUT STREET. CENTRAL OFFICE, NO. 105 S. FIFTH STREET (Two doors below Chesnut street), ESTABLISHED 1869. 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

ther surmise seems very probable.

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
	7 100 " · · · · · · · · · · · · · · · · · ·
2	Address all ers, etc., to STAMP AGENCY.
3	NO. 104 CHESNUT STREET, PHILADELPH

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 and firms.

SEASON TICKETS.-For one, two, three, six, nine, or twelve months, for kolders only, to all points, at reduced rates. OLERGYMEN 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 down under the water and the dam, and bursted there, causing the destruction. Nei-

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 Fhiladelphia 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 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Olinton, 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 CALLOW-HILL Streets.

W EST CHESTER AND PHILADELPHIA RAIL-ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

leave from the Depot, THIRTY-FIRST and CHES-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.
9-50 P. M. for B. C. Junction stops at all stations.
4-15 P. M. for B. C. Junction stops at all stations.
4-15 P. M. for B. C. Junction stops at all stations.
4-16 P. M. for West Chester stops at all stations.
4-16 P. M. for West Chester stops at all stations.
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4-16 P. M. for B. C. Junction stops at all stations.
4-17 P. M. for B. C. Junction stops at all stations.
4-18 P. M. for B. C. Junction 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.

6 55 P. M. for West Chester stops at all stations.

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

Port Deposit, and all stations on the P. & B. C. R. R.
8:15 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
1:05 P. M. from West Chester stops at all stations.
1:55 P. M. from West Chester stops at all stations.
6:55 P. M. from West Chester stops at all stations.
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6:55 P. M. from 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, stoppling at all stations.

ping at all stations. ON SUNDAYS,

ON SUNDAYS, 5-05 A. M. for West Chester stops at all stations, con-necting 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,

mington, Ferryville, and Havrede-Grace. C nects at Wilmington with train for New Castle. Con-

nut street wharf. At 7 and 9 A. M., 1, 246, 8430, 5, and 6480 P. M

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Im-laystown, Sharon, and Hightstown. August 1, 1870. WM. H. GATZMER, Agent.

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

Night Express at 11.20 P. M. (Daily), for Baltl-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-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 7.60 P. M. The 5.00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate

stations. Leave Wilmington 645 and 810 A. M., 200, 400, and 715 P. M. The 810 A. M. train will not stop between Chester and Falladelphia. The 716 P. M. train from Wilmington runs Dally; all other ac-

commodation trains Sundays excepted. Trains leaving Wilmington at 645 A. M. and 4.00 P. M. will connect at Lamokin Junction with the

to A. M. and 4:30 P. M. trains for Baltimore Cenral Railroad.

ral Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 725 A. M., Way Mail; 9 00 A. M., Express; 235 P. M., Express, 257 P. M., Express, SUNDAY TKAIN FROM BALTIMORE.
Leaves Baltimore at 725 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, leit West Grove all online West. South, and

lett West Grove at 355 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 PHILADEEPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning and

AN EXPRESS TRAIN in the Alternooon from each end of the route, THE EXPRESS TRAIN will be furnished with

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,

at 645 A. M. Accommodation and 4 80 P. M. Ex. press. LEAVE PHILADELPHIA.

LEAVE PHILADELPHIA, from foot of WALNUT Street, at 700 A. M. Accom-monation and 330 P. M. Express. The NARRAGANSETIT 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

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1570, trains will

A B. R. R. Company, corner Broad street and Wash-ington 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 06 A. M., and leaving Port Beposit at 9'35 A. M., connect at Chadd's Ford Jane-tion with WILMINGTON & BEADING R. R. 4'2

Bethlehem at 8 55, and 19:35 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.

Abington at 2 36, 96, and 95 7 . M. ON SUNDAYS. Philadelphia for Betalehem at 9 20 A. M. Philadelphia for Loylestown at 2 00 P. M. Philadelphia for Fort Washington at 8 20 A. M.

and 7.00 P. M. nd 700 P. M. Doylestown for Philadelphia at 630 A. M. Bethlehem for Philadelphia at 400 P. M. Fort Washington for Philadelphia at 930 A. M.

Fort Washington for Land 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 RAILROAD. TIME TABLE.

TIME TABLE. On and after MONDAX, July 18, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 25, 34, 83, 4, 43, 506, 54, 6, 654, 7, 8, 9, 1005, 11, 12 P. M.

12 P. M. Leave Germantown 6, 655, 7%, 8, 8\*20, 9, 10, 11, 12 A. M., 1, 2, 3, 3%, 4, 4%, 6, 5%, 6, 0%, 7, 8, 9, 10, 11 P. M. The 8\*20 down train, and 2%, 3%, and 5% up trains, will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9% A. M., 2, 4\*05, 7, and 10% P. M.

10% P. M. Leave Germantown at 81/4 A. M., 1, 3, 6, and 9%

P. M. CHESNUT HILL RAILROAD.

S2S Chesnut street and No. 119 June 2015 sale of through tickets only. Passengers are allowed to take wearing apparel only as baggage, and the Company will not be re-sponsible for an amount exceeding one hundred dollars, unless a special contract is made for the D. H. MUNDY, Agent. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3½, 5M, 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, 6·46, 8·40, and 10·40 P. M. ON SUNDAYS. Leave Philadelphia at 9/4 A. M., 2 and P. M. Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M. Passengeers taking the 6:55, 9 A. M., and 614 P. M.

Passongers taking the 6:55, 9 A. M., and 6% P. M. trains from Germantown will make close connec-tions 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%, 5, 4%, 6, 5%, 6%, 805, 10, and 11% P. M.
 Leave Norristown 5%, 6%, 7%, 8\*50, and 11 A.
 M., 1%, 3, 4%, 6%, 8, and 9% P. M.
 M. 1%, 3, 4%, 6%, 8, and 9% P. M.
 M. 1%, 3, 4%, 6%, 8, and 9% P. M.
 Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
 Leave Norristown 7 A. M., 1, 5%, and 9 P. M.
 FOR MANA Y UNK.
 Leave Philadelphia 0, 7%, 9, and 11% A. M., 1%, 3, 4%, 5, 6%, 6%, 5%, 10, and 11% P. M.
 Leave Manayunk 6, 6\*55, 7%, 8\*10, 9\*20, and 11%
 A. M., 2, 3%, 5, 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 5 A. M., 1%, 6% and 9% P. M.
 Leave Philadelphia 5 A. M., 1%, 6% and 9% P. M.
 Leave Philadelphia 5 A. M., 1%, 6% and 9% P. M.
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 Leave Philadelphia 5 A. M., 1%, 6% and 9% P. M.
 Leave Philadelphia 5 A. M., 1%, 6% and 9% P. M.

Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations. 9:00 A. M., Mail and Express for Cape May. 11:45 A. M., Woodbury Accommodation. 8:15 P. M., Accommodation for Cape May, Mill-ville, Vineland, and way stations below Glassboro. 3:30 P. M., Fassenger 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 Clay-ton, 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.

Commutation lickets at reduced rates between Philadelphis 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 Wainut street. Freight delivery at No. 228 S. Delaware avenus. 315 WM. J. SEWELL, Superintendent.

Leave Philadelphia 5 P. M. Leave Philadelphia 5 P. 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 Conshohocken. Passengers taking the 7, 905 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at In-tersection Station. connections with the trains from New York tersection Station. The 956 A. M. and 5 P. M. trains from New York connect with the 1 and 5 F. M. trains from Ger-matiown to Ninth and Green streets. 5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-TRAIL RAHLROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 425 P. M., on arrival of trains from Baltimore. OXFORD at 665 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., CHADD'S FORD at 726 A. M. STORMAN AND STORMAN CHADD'S FORD at 726 A. M., 1200 M., 130 P. M., CHADD'S FORD at 726 A. M. STORMAN AND STORMAN CHADD'S FORD at 726 A. M. STORMAN AND STORMAN CHADD'S FORD AT 726 A. M. STORMAN CHADD'S FORD AT 7

General Superintendent.

CARDES ROUTE TO THE SEA SHORE. THROUGH IN 13, 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) 6'1' A. M. Mail 800 A. M. Freight (with passenger car) 945 A. M. 
 Mail
 S 00 A. M.

 Freight (with passenger car)
 945 A. M.

 Express (through in 1% hours)
 545 P. M.

 Atlantic Accommodation
 4 15 P. M.

 Returning leave Atlantic
 Soor P. M.
 

6 28

. 8 00 A. M. . 4 95 P. M. tion. Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the

WEST JERSEY RAILBOADS.

SUMMER ARRANGEMENTS. COMMENCING THURSDAY, JUNE 20, 1370. Leave Philadelphia, foot of Market street (upper

COTTON SAIL DUCK AND CANVAS, OF ALL, numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufac-turers' Drier Felta, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc. JOHN W. EVERMAN,

The most durable breen will not fade, is brighter Color costs less than any other be-cause it will paint tince as

No. 10 CHURCH Street (Catv Stores).

much surface bround pure only by the manufactures Dols by all paint dealers.