JEREMIAH HORROX.

The recent announcement of Queen Victoris to her Parliament, that arrangements had been made for the scientific observation of the transit of the planet Venus across the sun's disk, in 1874, calls the attention of lovers of science to a very rare and important astronomical event. No person living ever saw Venus crossing the sun, and yet the observation of this transit furnishes the most essential elements of astronomical knowledge. Venus, as viewed by the inhabitants of the

earth, is the most beautiful and interesting of the planetary stars. Being the second planet from the sun, and the most conspicuous of the two inferior planets having their orbits within the orbit of the earth, and approaching the earth at the time of her inferior conjunction within twenty-six million miles, she ever has seemed a friendly luminary to the lovers and observers of celestial scenery.

Her maximum brilliancy has been estimated to equal the light of twenty fixed stars. Her most beautiful appearance is presented to the equatorial regions, at the period of her greatest elongation, when she is seen high above the horizon, shining with a pure, steady light, like a twilight sun. She is so brilliant at certain periods as to be visible at noonday. and her light is so intense in the evenings of her greatest splendor as to cast a shadow

upon the earth. The body of the planet has been seen by astronomers through her luminous atmosphere; and her atmosphere itself has been observed like a pale, penumbral halo of light during her transits.

Transits of Venus across the sun's disk occur alternately at intervals of eight, one hundred five and a half, and one hundred twenty-one and a half years. The last transit but one took place in 1761, after an interval of one hundred twenty-one and a half years: the last transit took place in 1769, after an interval of eight years; and the next transit will take place in 1874 (December 8), after an interval of one hundred five and a half years. The transit of 1874 will not be visible in this country.

As the observation of the transit of Venus enables us to ascertain the sun's horizontal parallax-an element of knowledge of the greatest importance, since by it we determine, as accurately as we are able, the distance of the sun from the earth, and the distances of the planets from each other-the transit of 1874 will awaken a general interest in the following transit, which will take place in 1882, and which will be visible in the most enlightened parts of the world. No one who observes the event in 1882 will ever see the transit of Venus again.

This event, which furnishes the basis for the most wonderful problems ever mastered by the human mind, was first correctly calculated, and first observed, by a young enthusiast of science named Jeremiah Horrox.

He was born at Toxteth, near Liverpool, England, about the year 1620. He was a dreamy, poetical youth, admired and beloved for his amiable disposition and for the rectitude of his intentions. He loved the night and the sublimities of its celestial scenery; and, while others were idling or sleeping, it was his delight—a delight amounting at times to rapture-to follow the stars in their courses, and to roam in fancy among the golden zones on high.

Ere he reached the age of eighteen he had mastered the most profound reasonings and calculations of the German and the Danish astronomers.

When Kepler prepared his "Rudolphine Tables." he discovered that the planets Mercury and Venus must sometimes pass over the disk of the sun; and he predicted a transit of Venus in the year 1631, and published the prediction in a tract entitled "Admonito ad Astronomos" (Leipsic, 1629). Kepler died before the date of the predicted transit. Gassendi looked for the event in Paris; but the prediction was not fulfilled.

When the boy Horrox began the study of astronomy, he usued the tables of Lansbergius. These tables indicated a transit of the planet Venus in 1639. But the tables of Lansbergius were imperfect, and the boyastonomer procured the Rudolphine, and applied himself to a close examination of the tables. In the weary hours that his companions devoted to recreation and repose, he studied and ciphered until he had recalculated the problems of Kepler, and demonstrated that the transit predicted for 1631 would take place on the 24th of November (old style), 1639.

From the age of thirteen the boy Horrox gazed upon the evening-star, dreaming that the day would come when he, perhaps first among all the inhabitants that ever peopled the earth, would see that planet making her way across the disk of the sun.

The slow-paced years of his boyhood roll on. The expected autumn comes, with its fading pomps and dropping leaves. The November day that he has long seen in his dreams brightens the earth, and finds him watching.

It is the Sabbath-the last of the fall. He stands in a darkened room, beside an open sheet of paper, on which lies the sun's image. At the very hour that he expects the disclosure, the church bells ring. Shall he wait for the planet to write its message, or shall he go to the house of God with the worshippers? The question agitates his soul. He thinks of the consequence of losing the sight for which he has waited for so many anxious years. He reasons that the worship of the Creator ought not to be neglected, even to witness the sublimest works that the Creator has made. Jeremiah Horrox did what few men that the world ever saw would have done; he left the room, and repaired to the sanctuary.

It was a cloudy day. When he returned, the clouds had broken, and the luminous sky shone above him. He went to the darkened room. There, on that white sheet of paper, lay the sun's image, and on the sun's image appeared the planet Venus, disclosing the secrets of the far abysm of space, like the touch of the very finger of the Invisible.

Horrox made the following apology to men of science for suspending his observations:— "I observed it [the reflection of the sun's image | from sunrise to nine o'clock; again, a little before ten; and, lastly, at noon, and from one to two o'clock—the rest of the day being devoted to higher duties, which might not be neglected for these pastimes.'

Horrox was twenty-one years of age, or nearly twenty-one, when he made the observation. He died January 3, 1641, shortly after writing an account of his important discovery. He had just put his last hand to his treatise when he himself was called to take his flight above the luminous worlds. - Appleton's Journal.

A colored groom, at Augusta, Georgia, tained a license last week, and eloped with Miss Laura Peak, a beautiful girl of sweet sixteen. They were overtaken at the church by the guar-dian of Miss Laura, and the groom put to flight. The would-be bride returned with her "guardian" in no very amiable mood, and it is barely possible that before the two years of her mi-pority have concluded, he may be sorry enough that he did not permit her to have her way.

JEWELRY ETO.

# CALDWELL & CO.,

JEWELLERS,

No. 902 CHESNUT Street,

Have largely increased their stock of

## DIAMONDS

#### DIAMOND JEWELRY,

EMERALDS, SAPPHIRES, PEARLS, OPALS AND CAMEOS,

In Mountings of Exquisite Style, carefully prepared by the most Skillful Workmen,

They also call particular attention to

### **NEW STYLES OF JEWELRY**

IN ROMAN GOLD, TURQUOISE,

GOLD AND ENAMEL, BLACK ONIX.

BYZANTINE MOSAICS, AND PARISIAN

ENAMELS. 185 fmwtfrp

No. 902 CHESNUT Street.

WATCHES. C. & A. PEQUIGNOT, MANUFACTURERS OF

WATCH CASES. AND DEALERS IN AMERICAN AND FOREIGN WATCHES,

No. 608 CHESNUT Street.

MANUFACTORY, No. 22 South FIFTH

LEWIS LADOMUS & CO. DIAMOND DEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARF. 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 Cutlery, Plated Ware, etc. 11 5 fmw5

DRY GOODS.

# MILLIKEN. LINE'S STORE,

# No. 828 ARCH STREET

No. 1128 CHESNUT Street

PLAIN LINENS FOR SUITS. FLAX COLORED LINENS, 25 cents. PINE GREV LINENS CHOCOLATE LINENS. PRINTED LINEN CAMBRICS. NEW PRINTED LINENS. EMBROIDERED INITIAL HANDKERCHIEFS.

at \$1.00 each, including every letter of the alphabet. SPECIAL BARGAINS IN LADIES' AND GENTS HANDKERCHIEFS. 8 21 mwf

CLOTHS, CASSIMERES, ETC.

## CLOTH HOUSE. & HUBER, No. 11 North SECOND Street.

Sign of the Golden Lamb, Are wreceiving a large and splendid assortment

of new styles of FANCY CASSIMERES And standard makes of DOESKINS, CLOTHS and COATINGS, [3 [3 28 mws

STOVES, RANGES, ETC.

THE AMERICAN STOVE AND HOLLOWWARE COMPANY, PHILADELPHIA,

IRON FOUNDERS, (Successors to North, Chase & North, Sharpe & Thomson, and Edgar L. Thomson,) Manufacturers of STOVES, HEATERS, THOM-SON'S LONDON KITCHENER, TINNED, ENA-MELLED, AND TON HOLLOW WARE.

FOUNDRY, Second and Mintin Streets. OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent. EDMUND B. SMITH, Treasurer.

JNO. EDGAR THOMSON.

President. JAMES HOEY. General Manager. 6 27 mwf 6m

REAL ESTATE AT AUCTION. PUBLIC SALE-THOMAS & Auctioneers —On Tuesday, August 16, 1870, at 12 0 0 0 0 ck, noon, will be sold at public sale, at the Philadelphia Exchange, the following described

No. 1. Large and valuable Brewery Building and Lager Beer Vaults, N. W. corner of Thirty-first and Master streets, 100 feet by 200 feet, two fronts. The improvements are a stone building, about 50 by 100 feet, formerly occupied as a browery (by Christian Rentschier). There is ample ground for additional vaults. Terms—One-third cash. Immediate pos-

session. No. 2. Dwelling and stable, northeast corner of Thirty-first and Master streets. All those messuages Thirty-first and Master streets. All those messuages and the lot of ground thereunto belonging, situate at the northeast corner of Thirty-first and Master streets; containing in front on Thirty-first street 100 feet, and in depth along Master street 180 feet. The improvements are a three-story brick dwelling and large brick stable. Terms—One-third cash. Immediate possession. May be examined any day prestors to sale.

M. THOMAS & SONS. Auctioneers, 826133t 4Nos. 159 and 141 S. FOURTH Street.

TOHN FARNUM & CO., COMMISSION MER-Chants and Manufacturers of Countous Ticking, etc.

RAILROAD LINES.

READING RAILEUAD—GREAT TRUNK LINE
trom Philadelphia to the interior of rennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas,
SPRING ARRANGEMENT
Of Passenger Trains, May 18, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following bours:—

hours:—
MORNING ACCOMMODATION.

At. 7-30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6-25 P. M.: arrives in Philadelphia at 9-25 P.M.

MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua. Sunbury, Wiliamsport, Elmira, Rochester, Niagara Falls. Buf falo, 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 Lebanen Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana 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 in-termediate 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

Leave Pottsville at 540 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 9:26 P. M.

Returning Leaves Philadelphia 4:45 P. M. Returning, leaves Philadelphia at 5 15 P. M.; arrives 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 Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 2:00 P. M.

7.00 P. M. Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 4 16 P. M. Connecting at Reading with Afternoon Accommodation south at 6 85 P. M., arriving in Philadelphia at 9 25 P. M. Market train, with a passeeger car attached leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M.

connecting at Reading with accommodation train for Philadelphia and all way stations. All the above trains run daily, Sundays ex-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 6.46 and 8.05 A. M., 12.46 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.

7-60 and 11-60 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND

THE WEST.

Leave New York at 2-00 A. M. and 6-00 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, Baitimore, etc. 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.

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 Pottsviile at 6:30 and 11:30 A. M., and 0:50 P. M., returning from Tamaqua at 8:35 A.

M., and 1:40 and 4:50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

ROAD.

Trains leave Auburn at 8 55 A. M. for Pinegrove 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°46 P. M., and from Tremont at 6°25 A. M. and 5°05 P. M.

TICKETS.

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

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

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, be-

tween all points, at \$47.00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, pine, 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 CALLOW-

HILL Streets. WEST CHESTER AND PHILADELPHIA RAIL-On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:

FROM PHILADELPHIA.

FROM PHILADELPHIA.
6 45 A.M., for B. C. Junction, stops at all stations.
7 15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

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.

stations.

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

11-50 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 Greenwaod), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

Port Deposit, and all stations on the P. & B. C. R. R. R.
Stis A. M. from B. C. Junction stops at all stations.
1000 A. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations.
105 P. M. from West Chester stops at all stations,
connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C. R. R.
105 P. M. from West Chester stops at all stations,
connecting at B. C. Junction with P. & B. C. R. R.
1000 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
ON SUNDAYS,
1001 P. M. for West Chester stops at all stations,
1002 P. M. for West Chester stops at all stations.
1003 P. M. from West Chester stops at all stations.
1004 P. M. from West Chester stops at all stations.
1005 P. M. from West Chester stops at all stations.
1007 P. M. from West Chester stops at all stations.
1008 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all stations.
1009 P. M. from West Chester stops at all st

RAILROAD LINES.

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

to New York and Way Places.

FROM WALNUT STREET WHARP.

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 RAILEOAD.

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 6:30 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.

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, Delance, 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).

NOM RENSINGTON DEPOT.

At 7-30 A. M., 2-30, 3-30, and 5, P. M. for Trenton and Bristol, and at 10-45 A. M. and 6 P. M. for 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 At 7 and 10.45 A. M., 12.30, 2.30, 5.15, 6, 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, 6-46, and 12 P. M., New
York Express Lines, and at 11-50 P. M., Emigran Line, via Jersey City.
At 7 and 9-26 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 9-38 A. M., 6-45 and 12 P. M. Lines will rundaily. All others Sundays excepted.

Sunday Lines leave at 9-30 A. M., 6-46 P. M., and 12 night. 12 night. BELVIDERE DELAWARE RAILROAD LINES, BELVIDERE DELAWARE RAILROAD LINES, FROM KENSINGTON DEPOT.

At 7:20 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Strougsburg, 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. Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and Intermediate

CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.
FROM MARKET STREET FERRY (UPPER SIDE),
The 7 A. M. and 3.30 P. M. Lines leave from Walnut street wharf.
At 7 and 5 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 6 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1870. WM. H. GATZMER, Agent.

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

road. Express Train at 11.46 A. M. (Sundays excepted). for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's

deen, 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

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 Kailroad for Harrington and intermediate Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00,

heave Wilmington 646 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 Faliadelphia. The 7-16 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 Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 725 P. M., stopping at Mag-nolia, Perrynan's, Aberdeen, Havre-de-Grace, Per-ryville, 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 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.

YEW JERSEY SOUTHERN RAILROAD LINE NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route.
THE EXPRESS TRAIN

will be furnished with
SPLENDID PALACE CARS. 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 645 A. M. Accommodation and 430 P. M. Express.

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7-00 A. M. Accommodation and 3-30 P. M. Express.
The NARKAGANSET IT 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, 1870, trains will run as follows:— LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

ington avenue—For Posit 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 65 A. M., and leaving Port
Deposit at 9 35 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 2 RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER & P. M., SUNDAY, JULY 16, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, 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 ene 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. will receive attention

Mail Train TRAINS LEAVE DEPOT. Mail Train
Paoli Accommodation, 10 A. M. & 12-50 and 7-10 |
Fast Line .12-30 |
Eric Express .11-00 |
Harrisburg Accommodation .2-30 | Lancaster Accommodation .

Cincinnati Express . 8 10 A. M.
Philadelphia Express . 6 30 A. M.
Erie Mail 6.30 A. M. 6.30 A. M. Paoli Accommodat'n, Sel A. M. & 8:30 & 6:40 l 9-35 A. M. Lancaster Train . . . . Erie Express 540 P. M.
Lock Haven and Elmira Express 940 P. M.
Pacific Express 12-20 P. M.
Harrisburg Accommodation 940 P. M.

owner, unless taken by special contract.
A. J. CASSATT,
4 28 General Superintendent. Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD-NORTH PENNSILVANIA RAILBOAD—
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 to A. m. (Accommodation) for Fort Washing-At7'35 A.M. (Express), for Bothlehem, Easton, Alentown, Mauch Chunk, Wilkesbarre, Williams-port, Blahancy City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIE KALL-WAY for Buffalo, Niagara Falls, Rochestor, Cleve-

WAY for Bullalo, Niagara Falls, Rochestor, Clove-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, Mauen Chunk, Williamsport, Wilkesparre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex 11 A. M. (Accommodation) for Fort Washington

1 16, 3 30, and 6 20 P. M., for Abington.
1 46 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chung, Mahanoy City, Mikesbarre, Pittston, and Hazleton. 230 P. M. (Accommodation) for Doylestown.
At 3:20 P. M. (Bethlehem Accommodation) for
Bethlehem, Easton, Allentown, Coplay, and

Mauch Chunk.
4-16 P. M. (Mail) for Doylestown.
5-00 P. 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.
The Fitth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10.35 A. M.; 2.15, 5.05, and 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

Abington at 2.35, 4.55, and 6 45 P. M. ON SUNDAYS.
Philadelphia for Betniehem at 930 A. M. Philadelphia for Doylestown at 200 P. M. Philadelphia for Fort Washington at 8 30 A. M. and 7:00 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 9:80 A. 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.

On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 2%, 8%, 8%, 4, 4%, 505, 5%, 6, 6%, 7, 8, 9, 10 05, 11, 12 P. M.

Leave Germantown 6, 655, 7½, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 8, 8, 10, 11 P. M.

The 8-20 down train, and 2½, 3¾, and 5½ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

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

10% P. M. Leave Germantown at 85% A. M., 1, 3, 6, and 93% P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 65, 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, 6.40, 5.40, and 10.40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9/2 A. M., 2 and P. M.
Leave Chesnut Hill at 7.50 A. M., 12.40, 5.40, and Passengers taking the 6-55, 9 A. M., and 634 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, 7%, 9, and 11 05 A. M., 1%, 8, 4½, 6, 5%, 6½, 8 06, 10, and 113 P. M.

Leave Nerristown 5%, 6 25, 7, 7%, 8 50, and 11 A.

M., 1%, 3, 4½, 6½, 8, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 25, 4, and 754 P. M. Leave Norristown 7 A. M., 1, 55, and 9 P. M. FOR MANAYUNK.

FOR MANAYUNK.
Leave Philadelphia 0, 7½, 9, and 11 05 A. M., 1½,
3, 4¼, 6, 5½, 6½, 806, 10, 5nd 11½ P. M.
Leave Manayunk 6, 656, 7½, 8 10, 920, and 11½
A. M., 2, 3½, 6, 6¾, 8½, and 10 P. M.
Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayung 7½ A. M., 1½, 6½ and 9½ P. M.
Pl. MOUTH RAILROAD.
Leave Philadelphia 5 P. M.
Leave Plymouth 6¾ A. M.
The 7½ A. M. train from Norristown will not

The 7% A. M. train from Norristown will not stop at Mogee's. Potts Landing, Domino, or Schur's Lane. The 6 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 614 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.

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

THE PHILADELPHIA AND BALTIMORE CEN-TRAIL RAILKOAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 925 A. M. and 425 P. M., on PORT DEPOSIT at 9.25 A. M. and 9.30 F. 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 HENRY WOOD, general Superintendent. AUG FION SALES.

M. THOMAS & SONS, NOS. 189 AND 101 Sale at the Auction Rooms, SUPERIOR HOUSEHOLD FURNITURE, MIRRORS,

Large Fire-proof Sale, Omce Furniture, Ward-robes, Extension and Centre Tables, Redding, China, Glassware, Refrigerators, Stoves, Fine Carpets, Etc.
Con Thursday Morning.
August 11, at 9 o'clock, about 500 lots superior household furniture, comprising a general average as 9 2t.

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

ment.

ONCERT HALL AUCTION ROOMS, No. 1919 CHESNUT Street.
T. A. McGLELLAND, AUCTIONEER. Personal attention given to sales of household furiture at dwellings.
Public sales of furniture at the Auction Rooms. No. 1219 Chesnut street, every Monday and Taursay.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sals

PUNTING, DURBOROW & CO., AUCTIONEERS, D Nos. 232 and 284 MANKET street, corner of Bank street. Successors to John B. Myers & Co.

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 GARPETINGS, OIL CLOTHS, ETC. On Friday Morning,

August 12, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, herep, cottage, and rag carpetings, etc. tage, and rag carpetings, etc.

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

MARTIN BROTHERS, AUĈTIONEERS.—
(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, CARPETS,
ETC. CHAMBER

On Wednesday Morning, 10th instant, at 10 o'clock, at No. 704 Chesnut O S E P H P E N N E Y,
AUCTIONEER,
No. 1207 CHESNUT STREET. [6 28 tf N LOUISVILLE KY

GEORGE W. ANDERSON. H.C. STUCKE. AUCTIONERS AND COMMISSION MERCHANTS, LOUISVILLE, RY.

Business strictly Commission. All auction sales excitaively for cash.

Consignments solicited for anction or private sales.

Regular auction sales of boots, shoes, and hats every Flursday.
Regular anction sales of dry goods, clothing, carpess actions, etc., every Wednesday and Thursday. (3 19 5m

RAILROAD LINES. DHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West

Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia 10-20 P. M.

arrives at Eric - 7-40 P. M.

ERIE EXPRESS leaves Philadelphia 10-50 A. M.

Williamsport 8-15 P. M.

arrives at Eric - 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 FAGLE NAIL leaves Williams. Philadelphia:-BALD FAGLE MAIL leaves Williams.

arrives at Lock Haven - 2.45 P. M.

HASTWARD.

MAIL TRAIN leaves Eric - 8.50 A. M.

Williamsport - 9.25 P. M. williamsport . 9-25 P arrives at Philadelphia 6-20 A

" 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.
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 Orcek and Allegheny River Railroad. Oil Creek and Allegheny River Ratiroad. WM. A. BALDWIN,

General Superintendent. CAMDEN AND ATLANTIC RAILROAD. SHORTEST ROUTE TO THE SEA SHORE.

THROUGH IN 1% 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. S 400 A. M.
Freight (with passenger car). 9 45 A. M.
Express (through in 1½ hours). 3 30 P. M.
Atlantic Accommodation. 4 15 P. M.
Returning leave Atlantic— 

For Atco and intermediate stations, 10.15 A. Mand 6 P. M. Haddonfield at 7-15 A. M., 1 P. M., and 3 P. M Ateo, at 6-22 A. M. and 12-15, noon.

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 on the dollars, unless a special contract is made for the D. H. MUNDY,

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

ferry), at 8:60 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations. 9:00 A. M., Mail and Express for Cape May. 11:45 A. M., Woodbury Accommodation. 8:16 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Streetsboro, Salem, Swedesboro, and intermediate stations.

400 P. M., Fast Express, for Cape May only.

545 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 Cape May Season Tickets, good for four montas from date of purchase, \$50. Annual Tickets, \$100. Freight Train leaves Camden daily at \$20 A. M., stopping at all stations between Glassboro and tape May, and 12 o'clock noon for Swedesboro, Saiem, and Bridgeton, Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue. a 15 WM. J. SEWELL. Superintendent.

The most durable Green

costs less chan any other bemuch surface bround have only by the manufacturers dolo by all paint dealers.