THE DAILY EVENING TELEGRAPH-PHILADELPHIA, SATURDAY, AUGUST 13, 1870.

NEW-YORIISMS.

From Our Own Correspondent. NEW YORK, Aug. 12, 1870.

The Lane Without a Taralag. It is two weeks since Mr. Benjamin Nathan was murdered, and the public knows no more than it then did in regard to the doer of the deed. It was indeed generally hoped that the inquest of yesterday, when William Kelly was for the first time put under examination, would bring to light some facts calculated to direct suspicion to a more plausible quarter than any to which it had been previously directed. This hope has, however, been dissipated. The extremely rigid examination and cross-examination to which William Kelly was subjected, elicited nothing that had a tendency to prove that he was in any way involved in Mr. Nathan's murder. To be sure, those closely-serried questions which mercilessly confronted him in seemingly interminable files slashed into the most prominent incidents of a life which has not been altogether spotless, and exposed some points which it would be well for him, so far as piblic opinion of him is concerned, had he been able to cover.

However, I do not want to throw any stones. Any one of us is liable, at any moment, to be placed in a similar position, and happy are those who have no cause to fear having their lives riddled by the merciless shot of rigid crossexamination . There are thousands of "reapectable" men who have done things incalculably worse, probably, than any that William Kelly has done, but yet who, if placed in similar c'rcumstances at an inquest, would be screened by the prestige of position. That remorseless and relentless newspaper, the Sunwhich may be said to be a sort of daily Sunday Mercury-is aping the atrocity of Caldwell & Whitney's daily sensation-sheet, and is trying to fasten public suspicion upon this young man. whose only crime, so far as the evidence goes, consists in his living off his mother and "bumming" in an unostentatious manner. An unprejudiced observer will have discovered, as yet, no tu ning in this long lane of murder.

Seebach and Veneta-An Anecdote. Very little is known concerning Madame Marie Niemann - Seebach, considering that, within one mouth, she is to make her first appearance in America. Mr. Grau, unlike the agents of Mile. Nillson, has not yet taken any loud measures for the pre-puffery of his star. I do not profess to know a great deal about her, but considering that ere long she will become a topic of general comment, the little that I do know you are welcome to. I am told that the is about thirty-five years of age, and is a very handsome and tender-looking blonde. She is but little known in this country, simply because she is German by birth, and not Italian or French. If I am to accept, without questioning, what is told me, I must believe that in Germany she holds a rank equal to that held by Ristori all the world over. Her husband's name is Niemano. He is said to be a very excellent tenor, and to pursue his art with great devotion and success. If exorbitancy of terms be a test of merit, Madame Seebach's claims to supremacy are indisputable, for she is said to exceed Ristori in the extravagance of her demands. But then it is so greatly the fashion-and a very vulgar fashion it is, tooto exaggerate the prices paid to eminent performers, that a shrug is the only comment ne-

REAL ESTATE AT AUOTION. PUBLIC SALE—THOMAS & SONS, Anctioneers.—On Tuesday, August 16, 1870, at 12 ex, noon, will be sold at public sale, at the relephia Exchange, the following described Philade

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 brewery (by Christian Benuschar). There is ample ground for additional Rentschier). There is ample ground for additional vanits. Terms-One-third cash. Immediate pos-

Residon. No. 2. Dwelling and stable, northeast corner of 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 here brick stable. There, One-third cash. Immelarge brick stable. Terms-One-third cash. Imme-diate possession. May be examined any day pre-vious to sale.

M. THOMAS & SONS, Auctioneers, 826133t 4Nos, 139 and 141 S. FOURTH Street. FURNITURE, ETO. RICHMOND & CO..

FIRST-OLASS FURNITURE WAREROOMS

6 11

No. 45 SOUTH SECOND STREET, BAST SIDE, ABOVE OHESNUT, PHILADELPHIA



Patents in the United States and Foreign Countries, FORREST BUILDINGS.

119 S. FOURTH St., Philada., AND MARBLE BUILDINGS.

SEVENTH Street, above F. (Opposite U. S. Patent Office). WASHINGTON, D. O. H. HOWSON, Solicitor of Patente. C. HOWSON, Attorney-at-Law. Communications to be addressed to the Principal Offices

Philadelphia. STATE RIGHTS FOR SALE .- STATE RIGHTS O of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J. 1 27tf MUNDY & HOFFMAN.

PROPOSALS.

E NGINEER OFFICE FOR HARBOR DEFENSES, UNION BANK BUILDING, BALTIMORE, MD.

SEALED PROPOSALS, fh duplicate, will be reeeived at this office until 12 o'clock noon of the 12th day of September next ensuing for the removal of the following "OBSTRUCTIONS" from the Channel of James River, Virginia, below Richmond, viz. : cessary to such a rumor as this. M'me Seebach

RAILROAD LINES.

READING RAILROAD-GREATTRUNE LINE R from Philadelphia to the interior of Penn-sylvania, the Schuyikill, Susquehanna, Cumber-land, and Wyoming Valleys, the North, North-west, 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:-

 Denise and the sets of the set of th for Williamoport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Oentral, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham

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 POITSTOWN ACCOMMODATION.

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 AUCOMMODA TION. Leave Pottsville at 5.40 A. M. and 4.20 P. M., and Reading at 7.30 A. M. and 6.35 P. M., stopping at all way stations; arrive in Philadelphia at 10.20 A. M. and 9.26 P. M. Returning, leaves Philadelphia at 5.15 P. M.; ar Returning, leaves Philadelphia at 5.15 P. M.; ar-rives in Reading at 7.55 P. M., and at Pottsville at

940 P. M. Morning Express trains for Philadelphia leave 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 250 P. M., and Pottsville at 2-50 P. M., arriving at Philadelphia at 7-00 P. M.

Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 410 P. M. Connect-ing at Reading with Afternoon Accommodation south at 6785 P. M., arriving in Philadelphia at 925 P. M.

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 er-

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 Railreads. CHESTER VALLEY RAILROAD CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Down-ingtown at 6:20 A. M., 12:45, and 5:16 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7.30 A. M., 12.30, and 5.15 P. M. trains from Philadelphia, re-turning from Schwenksville at 6.45 and 8.05 A. M., 12 45 noon, and 415 P. M. Stage lines for various points in Perklomen Valley connect with trains at Collegeville and Schwenksville. COLEBROOKDALE RAILROAD.

COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains irom 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 Kallroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc.

Returning Express train leaves Harrisburg on Returning Express train teaves marnisong on arrival of Pennsylvania Express from Pittsburg at 5'85 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 8'50 P. M. Sleeping cars accompany these trains through between Jersey City and

these trains through between both of the Pittsburg without change. A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harris-

RAILROAD LINES.

ISTO. -FOR NEW YORK-THE CAMDEN 1870. -FOR NEW YORK-THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places. FROM WALNUT STREET WHARP. At 630 A. M., Accommodation, and 2 P. M., Ex-press, via Camden and Amboy, and at 8 A. 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 RAILROAD. 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 a. M., 2 and 3:30 P. M. for Freehold. At 8 and 10 A. M., 12 M., 2, 8:30, and 8 F. M. for Trenton.

Trenton. At 630, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Bur-lington, Beverly, Delanco, and Rwerton. 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).

At 7:50 A. M., 2:30, 3:30, and 6, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol.

At 7:50 A. M., 2:30, and 5 F. M. for Morrisville and Tullytown.

and Tullytown. At 7 80 and 10'45 A. M., 2'80, 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 Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 10'45 A. M., 12'30, 2'80, 5 15, 6, and 7'30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

Frankford

Franklord. FROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 6:46, and 13 P. M., New York Express Lines, and at 11:30 P. M., Emigran Line, via Jarase City.

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

BELVIDERE DELAWARE RAILBOADTLINES.

FROM KENSINGTON DEPOT. At 7:80 A. M. for Niagara Falls, Buffalo, Dun-

At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, 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 stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RALL-ROADS

ROADS. FROM MARKET STREET PERRY (UPPER SIDE). The 7 A. M. and 3:30 P. M. Lines leave from Wal-nut street wharf. At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 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.

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-

nerstown. At 7 A. M., 1 and 8.30 P. M. for Cream Ridge, Im-laystown, Sharon, and Hightstown. August 1, 1870. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870.

7.00 A. M. (Accommodation) for Fort Washing-ton. At 735 A.M. (Express), for Bethlehem, Easton, Al-lentown, Mauch Chunk, Wilkesbarre, Williams-port, Mahanoy 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 West. 8 25 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Bethlehem, Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Soranton. Hackettstown. Schoolsy's Mountain, and N. J. Contral and Morris and Esser Railreads.

11 A. M. (Accommodation) for Fort Washington 1.16, 330, and 5.20 P. M., for Abington. 1.45 P. M. (Express) for Bethlehem, Easton, Al-

RAILROAD LINES

AUD FION SALES.

M. S. FOURTH STREET.

STOCKS, LOANS, EFC., On Tuesday, August 16, at 12 o'clock, noon, at the Philadelphis. Exchange, will include :-Trustees' Bale. 149 shares Cleveland and Mahoning Rallroad Oo. 8 shares Northern Bank of Kentucky. 25 shares Wisconisco Canal Co. Executors' Sale. 200 shares Daizell OU Co.

For other accounts. For other accounts. 100 shares Central Transportation Co. 1 share Point Breeze Park. \$550 New Creek Co. mortgage loan. 8 shares Kensington National Bank. \$2000 bonds 7 per cent. Fairmount Park and Delg-pare River Ratiway Co.

ware River Raliway Co. \$15,000 first mortgage 7 per cent. gold bonds Fre-dericksburg and Gordonsville Raliroad Co.

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

THIRD GREAT AUCTION, SALE OF BUILDING LOTS IN CLIFTON, 6% MILES FROM THE CITY ON THE WEST CHESTER R. R., on

ON THE WEST CHESTER R. R., on Monday afternoon. August 15, 1370, at 2% o'clock, on the premises Title perfect; terms easy. A free excursion train will leave West Chester depot, Thirty-first and Ches-nut streets, at 2 o'clock on that day, and convey grown persons (ladies and gentlemen) to and from the sale free. No tickets required. For plans and par-ticulars apply to

the safe free, Ato and THOMAS BIRCH & SON, THOMAS BIRCH & SON, 1t Auctioneers, No. 1110 Chesnut street.

BY BARRITT & CO., AUCTIONEERS, CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge. 11 244

FIRST FALL TRADE SALE." 1000 CASES BOOTS, SHOES, BROGANS, ETC., of Eastern and City manufacture, by catalogue, en

of Eastern and City manufactoring, two months' credit. On Thursday Morning, Aug. 18, commencing at 10 o'clock, comprising every variety of ladies', misses', children's, men's, boys', and youths' wear, suitable for first-class city boys', and youths' wear, suitable for first-class city to compress trade.

CONCERT HALL AUCTION ROOMS, No. 1919

Personal attention given to sales of household fur-

ture at dwellings. Public sales of furniture at the Auction Rooms,

No. 1219 Chesnut street, every Monday and Thurs-

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, TRAVELLING BAGS, LACETS, ETC., On Tuesday Morning, Aug. 16, at 10 o'clock, on four months' credit. \$ 1951

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, August 15, at 10 o'clock, on 4 months' credit. 3 12 5t

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC. On Friday Morning, August 19, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cot-tage, and rag carpetings; oil cloths, rugs, etc. \$135t

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

Sale at No. 616 Spruce street. CEOICE ANTIQUE FURNITURE. THE SELECTION OF MR. WM. KULP. On Monday Morning, Aug. 29, at 10 o'clock, by catalogue, at No. 616 Spruce street, a selection of choice Antique Furni-ture, including—Three especially fine high case clocks, with bronze dials, in perfect condition; cu-rious tables; chairs; bedsteads; cases of drawers; bureaus; secretaries; William Penn studio chair; looking glasses; Nankin and antique china and glassware; curious mantel ornaments; very fine old and rare engravings, framed; complete set andirobs; shovel and tongs; bellows and foot stool to match; fine carpets, etc. 8 13 13t

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

TN LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKE, THOMAS ANDERSON & CO.

AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY. Business strictly Commission. All anotion sales excis-

sively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every

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

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.

Returning, leave-

Additional ticket offices have been located at No. Additional ticket offices have been located at No. S2S 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 re-sponsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. b. H. MUNDY, 6 28

WEST JERSEY BAILBOADS.

SUMMER ARRANGEMENTS. COMMENCING THURSDAY, JUNE 20, 1870. Leave Philadelphia, foot of Market street (upper

Leave Philadelphia, foot of Market street (upper ferry), at 8-00 A. M., Mail for Bridgeton, Salem, Vipeland, Miliville, Swedesboro, and Intermediate stations. 0 GO A. M. Mail and Express for Cape May. 1145 A. M., Woodbury Accommodation. 8-16 P. M., Accommodation for Cape May, Mill-ville, Vineland, and way stations below Glassboro. 8-30 P. M., Passenger for Bridgeton, Saler. 8-30 P. M., Passenger for Swedesbers and Clay-6-46 P. M., Fast Express, for Cape May easy. 6-46 P. M., Fast Express, for Cape May easy. 6-46 P. M., Fast Express, for Cape May easy. 6-46 P. M., Fast Express, for Cape May easy. 6-46 P. M., Fast Express, for Cape May easy. 6-46 P. M., Fast Express, for Cape May easy. 6-46 P. M., Fast Express, for Cape May easy. 6-46 P. M., Fast Express, for Cape May easy. 6-46 P. M., Fast Express, for Cape May easy. 6-50 P. M., Fast Express, for Cape May easy. 6-50 P. M., Fast Express, for Cape May easy. 6-50 P. M., Fast Express, for Cape May easy. 7-6 Fast Express, for Cape May easy. 7-7 Bast Cape May easy at \$10 P. M. 7-7 Commutation tickets at reduced rates between Philadelphis and all stations. 7-7 Commutation tickets, good for four months. 7-7 May Season Tickets, good for four months. 7-7 Freight Train leaves Camden daily at \$20 A. M. 7-7 Freight Train leaves Canden daily at \$20 A. M. 7-7 Freight Train leaves Canden daily at \$20 A. M. 7-7 Freight Train leaves Canden daily at \$20 A. M. 7-7 Freight Train leaves Canden daily at \$20 A. M. 7-7 Freight Gridgeton. 7-7 Freight Gridgeton. 7-7 Freight Gellow Walnut strey. 7-7 Freight delivery at No. 225 S Delaware avenue. 7-7 Freight delivery at No. 225 S Delaware avenue. 7-7 Freight delivery at No. 225 S Delaware avenue. 7-7 Freight delivery at No. 225 S Delaware avenue. 7-7 Freight delivery at No. 225 S Delaware avenue. 7-7 Freight May Season 7-7 Season 200 Freight Season 7-1 Season 7-1 Freight Season 7-1 Seaso

fine carpets, etc.

CHESNUT Street. T. A. MCCLELLAND, AUCTIONEER.

Executors' Sale. 200 shares Dalzell Oil Co. 172 shares Maple Shade Oil Co. 300 shares McClintockville Oil Co. 100 shares Union Canal Co.

DENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNLAY, JULY 16, 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 Depot.

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 DEFOT.

Paoli Accommodation, 10 A. M. & 12.50 and 7.10 Past Line Fast Line Eric Express Harrisburg Accommodation Lancaster Accommodation .12.80 11.00 A 2.80 P 4.10 P Parkesburg Train Cincinnati Express . Erie Mail and Pittsburg Express . 8-00 P. M. 10-30 P. M. 11-30 P. M.

dericksburg and Gordonsville Railroad Co. Also, REAL RSTATE. LARGE AND VALUABLE BREWERY BUILD-ING, LAGER BEER VAULTS, N. W. corner Thirty-first and Master streets. Lot 100 by 200 feet. DWELLING AND STABLE, N. E. corner of Thirty-first and Master streets. DESIRABLE LOT, NINTH ST., between Tiogs and Venango: 60 feet front. THREE STORY BRICK DWELLINGS, No. 1014 Wistar street. 8 12 3t

Market street.

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.; ar-rives at Paoli at 7:40 P. M. Sunday Train No. 1 leaves Paoli at 6:60 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 ARBIVE AT DEFOT.

L	TRAINS ARRIVE A		aru	£.e.			and the set
I	Cincinnati Express .		-		8.10	Δ.	M.
l	Philadelphia Express				6.30	Δ.	M.
ł	Erta Mall		¥	1	6.30	٨.	M.
l	Paoli Accommodat'n, CA.	ML. 8	8-3	0 8	8.40	P.	M.
I	Parkesburg Train				9.00	A.	M.
ł	Fast Line and Buffalo Express		÷	2	9.85		
l	Lancaster Train				11.55		
l	Erie Express	÷.,	·		5-40		
ł	Lock Haven and Elmira Expr				9.40		
l	Pacific Express				12.20		
I	Harrisburg Accommodation	•	•	•	9.40		
ł	For further information app	In t	· ·	1.00		**	
I	For infiner information spp		Tiak				

For further information apply to JOHN F. VANLEER, J.R., Ticket Agent. No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot. The Pennsylvanis Rallroad 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, unleas taken by special contract.

owner, unless taken by special contract. A. J. CASSATT, 4 29 General Superintendent, Altoona, Ps.

N ORTH PENNSYLVANIA RAILROAD N OKTH PENNSYLVANIA KAILKOAD-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. Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-700 A. al. (Accommodation) for Fort Washing-ton.

is to be accompanied by Mad'lle Veneta, who belongs to the Royal Theatre of Vienna, and is said to be a very fine actress. In reference to her there is a story which is not altogether without interest. It partly concerns M'me Vestvali, who used to be a great favorite with us. It seems that M'me Vestvali (about whom there can now linger but little of "The Magnificent"), after drifting from Italian opera into English drama, and thence into German roles, took a fancy for managing, and contemplated bringing to this country Mad'lle Veneta, as a star. She had almost made up her mind to do so, when she was informed that Mr. Grau was also on the look-out for novelties and had closed with Veneta. As she was pouting her lips over this vexation, one of her friends proposed that she should immediately come to terms with M'me Seebach, who was as yet free.

"I am not a millionaire," exclaimed Vestvali, "or I probably should."

At this moment a letter was handed her. She tore it open, read it, and threw it down in disgust.

"Did you ever hear of such a man?" she exclaimed.

"What man ?" asked her friend.

"Why, Grau! This letter tells me that he h s already concluded a contract with Seebach for one hundred nights in the United States. And not only that; he has actually engaged my Veneta te support her !"

This is the story, though I will not swear that it is not a managerial invention, concocted by some agent with an eye to business.

No the but Themselves to Blame.

The recent death of a girl at Lowell is found to have been caused by the burrowings into her brain of an insect whose home had been the "switch" wherewith she adorned her head. The risk thus indicated can scarcely be a pleasant one for women to contemplate. Why not abandon the switch altogether? Because it looks graceful and pretty, and because your true woman would rather be brain-burrowed to death by an insect than make herself a laughing-stock by being unfashionable." Such is woman. That is the nature of the animal. She has a good dea of the old Adam in her-a whole ribful. Fashion is a female god, quite as merciless in her way a Juggernaut is in his. No woman that is a wo man would hesitate between being bitten to death by an insect, if the bites were incurred a the behest of fashion, and dispensing with a headdress that was according to the mode. Accordingly when a person of foreboding mind sees an elaborately "switched" woman, he will take it for granted that she is poisoning herself to death as surely as though she daily swallowed a solution of arsenic. Sooner or later that jute will be the death of her. No arguments from her will avail with me. With such a switch as that she may beat the devil around the ALI BABA. In h in vain.

CLOTHS, CASSIMERES, ETC. CLOTH HOUS JAMES & HUBER No. 11 North SECOND Street. Sign of the Golden Lamb, Ate w receiving a large and splendid assortment of new styles of FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and

COATINGS, [35 AT WHOLESALE AND RETAIL [\$ 25 mws

TOHN FARNUM & CO., COMMISSION MERg abants and Manufacturers of Concestors, Ticking, etc.

At WARWICK BAR, about five miles below Rich mond, wreck of three (3) small schooners, 50, 60 and so tons, old measurement.

At DRURY'S BLUFF, about seven miles below Richmond, wreck of iron-clad ram Fredericksburg, sunk with armor, guns, etc., on board ; iron gunboat Raleigh, 150 tons, old measurement, sunk with guns, etc., on board; war steamer Jamestown, wooden, 1200 tons, sunk with guns, etc., on board; steamer Curtis Peck, 450 tons, old measurement: schooners Wythe, 300 tons; Roach, 225 tons; brig, 175 tons, and a small schooner of about 80 or 100 tons, name unknown. Also, 18 or 20 cribs of timber and stone.

each 22 feet square, averaging 18 feet high. At TRENTS, or GRAVEYARD REACH, about ten miles below Richmond, wreck of schooner Gai-lego, 250 tens, old measurement; wreck of pilot boat jume, S7 tons, old measurement,

Below AIKENS, or VARINA, about twenty miles from Richmond, 37 to 40 piles, part of remains of hd military bridge. Proposals will be received for the removal of all

the obstructions named above, or a portion, but sin-gle bids are preferred for the entire removal of all the obstructions at each point as named above.

Each proposal must state the time within which the work will be finished, and the method or man-

the work will be minshed, and the method or man-ner of removal proposed at each point, whether by blasting of otherwise. Some of the wrecks are of considerable value, and it is expected that the privilege of raising them will either be paid for by the contractors in money to the United States, or that their material will be taken in comparison for the contractor of the line of the taken of the taken of the taken of the contractors in money taken in compensation for removing other wrecks

which are worthless. The right is reserved to reject any or all bids for any reason deemed sufficient by the undersigned. Proposals will be opened at 1:30 P. M. of the 12th day of September next ensuing, in presence of such bidders as may choose to attend. Forms of proposals to be had on application at

this office.

this office. Proposals must be in duplicate, endorsed "Propo-sals for Removing Obstructions in James River," each accompanied by a printed copy of this adver-tisement, and addressed to Col. WM. P. CRAIGHILL, Union Reach Endolution

Union Bank Building, Baltimore, Md.

8 11 6t

OFFICE OF CHIEF QUARTERMASTER, THIRD DIST., DEPARTMENT OF THE EAST. PHILADEPHIA, Pa., Aug. 5, 1870. SEALED PROPOSALS in triplicate will be received at this office up to 12 M., on TUESDAY, the sixth day of September, 1870, for setting "Osage Orange" plants around the following-named National Ceme-teries, in the State of Virginia (for the purpose of

e	enclosing the sa	me w	rith secure	hedging), viz. :
h	Richmond Natio	nal (lemetery.	Richmond, Va.
21	Fredericksburg	44	44.	Fredericksburg, V
k	Culpepper	\$5	. 44	Culpepper, Va.
t	Winchester	44	. 8.5	Winchester, Va.
1.000	Staunton	44	44	Staunton, Va.
1	Danville	64	64	Danville, Va.
n	Poplar Grove	4.6	44	Petersburg, Va.
8	City Point	68	88	City Point, Va.
2	Seven Tines	11	66	Seven Pines, Va.
)-	Cold Harbor	84	44	Cold Harbor, Va.
0	Glendale	146.		Glendale, Va.
0	Fort Harrison	44	X4	Fort Harrison, Va
t	Hampton	46	46	Hampton, Va.
	Timprovis	44	44	Vorktown Va

Yorktown " ... Yorktown, va. Each proposal must be accompanied by a sufficient guarantee that in the event of the acceptance of the proposal the bidder or bidders will enter into a con-tract for the planting of the hedging. The Quartermaster's Department reserves the right to reject any and all bids. Any additional information desired by parties wishing to bid will be furnished upon application to this office.

Bidders are required to bind themselves that if the plants do not thrive they will renew them for a period of two years, as they may happen to fail

Major and Quartermaster U. S. A., Chief Quarter-master Third Quartermaster's District, Department of the East.

STOVES, RANCES, 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 HOLLOWWARE.

FOUNDRY, Second and Mimin Streets. OFFICE, 209 North Second Street. FRANKLIN LAWRENCE, Superintendent, EDMUND B. SMITH. Treasurer. JNO. EDGAR THOMSON.

President. JAMES HOEY,

General Manager.

SCHUYLKILL VALLEY RAILROAD.

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 RAIL-ROAD. Trains leave Auburn at 8:55 A. M. for Pinegrove

Trains leave Auburn at 806 A. M. for Pinegrove, and Harrisburg, and at 1205 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 340 P. M., from Brookside at 345 P. M., and from Tremont at 625 A. M. and 505 P. M. TICKETS. Through first-class tickets and emigrant tickets to all the principal points in the North and West

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 Trains, Reading and Pettstown 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, Fhiladelphis, 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, nine, or twelve months, for holders 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.

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 in the ticket office, at Thirteenth and Callowhill

FREIGHT .- Goods of all descriptions forwarded

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 bayond.

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-

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-NUT, as follows:-FROM PHILADELPHIA. 645 A.M., for B. C. Junction, stops at all stations. 716 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. 940 A. M. for West Chester stops at all stations. 1150 A. M. for B. C. Junction stops at all stations. 230 P. M. for West Chester stops at all stations. 415 P. M. for West Chester stops at all stations. 445 P. M. for West Chester stops at all stations. 445 P. M. for West Chester stops at all stations. 50 Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R. 500 P. M. for B. C. Junction. This train commencer

all stations on the P. & B. C. R. R. 5'80 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

stations.
6 to 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), con necting 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.
8'15 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
10:00 P. M. from West Chester stops at all stations.
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at Sansorry with witcomico and Posonate Raiprosa.
 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, Linweod, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stenmer'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 11:46 A. M. train.
 WILMINGTON TRAINS.
 Stopping at all stations between Philadelphia

Doylestown at 8:26 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. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11.00 A. M., 2.80, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate tations

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 Fhiladelphia. The 7.16 P. M. train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted. Trains leaving Wilmington at 6.46 A. M. and 4.00 P. M. will connect at Lamokin Junction with the

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 OLARK, Agent. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cen-

ral Railroad.
 From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Mali; 9.00 A. M., Express;
 2.35 P. M., Express; 7.25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN 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, 234, 334, 384, 4, 4%, 5:05, 5%, 6, 6%, 7, 8, 9, 10:05, 11, 12 F. M.

SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. On Sundays, leave Philadelphia for West Grove and intermediate stations at 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. 928 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 Unien Transfer Company. H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE. N NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning and

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

THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS. NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HOOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870,

LEAVE NEW FORK,

from Pier No. 25 NORTH River, foot of Murray street, at 645 A. M. Accommodation and 430 P. M. Ex-

press.

Station.
FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 66 A. M., 1%, 8, 4%, 6, 6%, 8%, 8%, 10, and 11% P. M.
Leave Nerristown 6%, 6%, 7, 7%, 8%, 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%, 6%, 10, and 11% P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 6, 7%, 9, and 11% P. M.
Leave Philadelphia 6, 7%, 9, and 11% P. M.
Leave Philadelphia 6, 7%, 9, and 11% P. M.
Leave Philadelphia 6, 7%, 9, and 11% P. M.
Leave Philadelphia 6, 7%, 9, and 11% P. M.
Leave Manayunk 6, 6%, 7%, 810, 920, and 11%
A. M., 2, 8%, 6, 6%, and 10 P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 7% P. M.
Leave Philadelphia 5 P. M.
Green Tree, and Conshohocken.
Passengers taking the 7, 9% A. M. and 6% P. M.
trainsfrom 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 connections with the trains for New York at Intersection Station.
The 9% A. M. and 5 P. M. trains from New York econnect with their and S P. M. trains from Gormantown to Ninth and Green streets.
520 W. S. WILSON, General Sup't. press. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7:00 A. M. Accom-monation and 3:30 P. M. Express. The NARRAGANSET IT STEAMSHIP COMPANY'S The NARRAGANSET 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 the former with unequalled accommodations, and will make the connection between New York and Sandy Hook.

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 PORT DEPOSIT at 7 A. M. and 430 P. M. For OXFORD, at 7 A. M., 430 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 930 P. M., 450 P. M., and

PORT DEPOSIT at 940 A. M. and 9 20 A. M. and 5 30 P. M. 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 36 A. M., 19 00 M., 1 30 P. M., 4 45 P. M., and 6 49 P. M. Passengers are allowed to take wearing apparent 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 HENRY WOOD, same. Concreal Superintendent. 7 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphis at 10 A. M. and 4:30 P. M., leaving Oxford at 6 to A. M., and leaving Port Deposit at 9:25 A. M., connect at Chald's Ford June-tion with WILMINGTON & READING R. R. 41

lentown, Mauch O unk, Mahanoy Oity, Sikes

barre, Pittston, and Hazleton. 230 P. M. (Accommodation) for Doylestown. At 320 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,

Abington at 235, 465, and 645 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 930 A. M.

and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 8.00 and 11.80 P. M. (Accommodation) for Fort Washington. The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the

RAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10.85 A. M.; 2.15, 5.05, and

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 9:30 A. M.

12 P. M. Leave Germantown 6, 655, 75, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 35, 4, 45, 6, 55, 6, 6, 7, 8, 8, 10, 11 P. M. The 820 down train, and 25, 35, and 55 up trains, will not stop on the Germantown Branch. ON SUNDAYS.

Leave Philadelphia at 9% A. M., 2, 4'08, 7, and

10% P. M. Leave Germantown at 81/4 A. M., 1, 8, 6, and 93/4

CHESNUT HILL RAILROAD.

OHESNOT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 8¾, 5¾, 7, 9, and 11 P. M. Leave Chessut 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 2-55 P. M.

Passengers 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.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 950 A. M. and 455 P. M., on

Genoral Super

P. M.

9.25 P. M.