ALSACE AND LORBAINE.

The German Provinces of France-Their Ex-Alsace, one of the most fertile and productive departments of France, is separated from the Grand Duchy of Baden by the river Rhine; its southern boundary is the canton of Basle in Switzerland, while toward the north it borders on Rhenish Bayaria. It has belonged to the German Empire since 870, and formed part of the Duchy of Snabia from 960 to 1268. The French have divided it into two departments, the "Bas-Rhin" with Strasburg and the "Haut-Rhin" with Colmar as

The Lorraine (Lothringen) is situated between the 'Campagne" and Alsace, and extends toward the north to the Grand Duchy of Luxemburg and to the Prussian Rhenish provinces, in the south to the "Franche-Comte." It is divided into four departments, those of the Meurthe, the Vosges, the Moselle, and the Meuse. The conquests of France during the last

wo centuries, and the co-operation and assistance of Germans themselves, succeeded in slienating Alsace from the German Empire. The Austrian possessions (285 communities, with a population, at the present time, of over 227,000) were ceded to France by the Westphalian treaty of peace at the end of the thirty-years' war (1648); the free cities in that part of the German Empire (159 communities, with 226,000 inhabitants) were forced into submission to French rule by the soalled reunions: while the republic of Strasburg, and the bishop with his extensive domains (160 communities, with 262,000 inhabitants) voluntarily placed themelves under the protection of the French kings. Through the acquisition of Lorraine and the transfer of a few German principalities in the Alsatian province to France, 42 communities with 47,000 inhabitents were absorbed during the eighteenth century, while the rest of the country, comprising several German principalities and the Republic of Muhlhouse (230 communities, with 239,000 inhabitants), followed during the me of the French Revolution. Nevertheess, and although in possession of the country long before the present and even anerior to the preceding generation, the French overnment has found all its oppressive measures to secure the introduction and the redominance of the French language among he German population of these departments be ineffective, and in all its efforts towards extinguishing the German idiom have proved futile. Previous to the Revolution the naionality and origin of the people had never een questioned: nay, the employes and officers of the Government were compelled o make themselves familiar with the language of the country, which was then spoken n the courts of justice and taught in the schools of these departments. With the outbreak of the revoluon of 1789, however, the plan to

nd of the origin and nationality of the inabitants. The instruction in German, itherto allowed and authorized, was abanloned and forbidden, the men of the revolu ion looking upon the diversity of language s an inheritance and an emanation of feulalism. Since the revolution of 1848 and luring the Second Empire up to the preent day, the French Government has added o the weight of the oppressive burden w restrictive and probibitory mea-The German names of the cities ures. nd their streets, of the rivers, hills, and valleys, are no longer recognized, but are ither Franconized in a most absurd manner, or replaced by entirely new French denominations, which sound strange to the ear of the eople, and to the use of which they have not scome accustomed even to this day. Travellers through these parts, in traversing the nterior of the country, will soon find out to heir great annoyance that, when asking for nformation as to the direction they have to ake in order to reach a given place, they will, in nine cases out of ten, not be understood by the peasantry; while, even in the ities, many people entirely ignore the

ranconize the people was conceived, and the

severest measures were immediately resorted

to in order to efface all traces of the language

rench names of the streets, although they nay be seen on the walls of every corer house and on the street lanterns; on the ther hand, they all know the old erman names by heart. In cities ke Mublhouse and Strasbourg, the resence of numerous French officials and of whole regiments of French soldiers, drafted n the exclusive French provinces of the Empire, has no doubt exercised a material nfluence upon the language of the people, asmuch as all traders and retail dealers see he advantage to be derived from the knowledge of the French language—the only one they can make use of in their intercourse with these classes. But, observing these people at home, around the domestic hearth, or in their social intercourse with those who spring from the same root, one is astonished to hear the French idiom replaced by either the German patois, the Allemanic idiom, or, as is the case among the higher and better ducated classes of citizens, by the pure German language. This is indeed significant, and goes far to prove that all the restrictive and prohibitory measures have been abortive. The fact that the people, almost without exception, make use of the language of their ancestors, as soon as they find themselves free from external pressure, elucidates, better than all official records on the subject, how deeply rooted is their attachment to their native language. And not only in the use of the language, but in the silent yet so eloquent observance of the customs, manner of life, and the cherished habits of their forefathers-to which they cling with a

Even the commanding dictates of fashion, which are so attentively listened to in almost every nook and corner of the civilized world, are received here with distrust. One of the measures resorted to by the present Emperor of the French, in his endeavors to make the nation which he rules a unit, consists of the immediate transfer of all the young men drafted from this part of the country either to Paris, or to some far-distant department or French colony. This is calculated to estrange the growing male generation from all home influence, and to make them oblivious of the language and habits of their parents. The success of the measure has so far been very doubtful at best, and it is indeed surprising that a man as shrewd and intelligent as Louis Napoleon, who has lived the best and probably the happiest part of his life in the heart of Germany, should not have become better acquainted with the characteristic German stubbornness, and know the futility of the policy to which he so strictly adheres. His entire education is essentially German; he is not only perfectly familiar with the language, but is known to be exceedingly well informed in German classical literature, and an ardent admirer of their great poets and writers. Nevertheless it is undoubtedly true that the systematic war of annihilation against all that is charac-

kind of religious tenacity-do they show

that they are still Germans at heart, just as

much perhaps as they were a century ago.

teristically German in the people and their habits has never been waged with such blind fury as of late, and that it finds no parallel in French history, unless it be the formal war against the German nationality of the population of Lorraine, towards the middle of the eighteenth century.
What the present Government has attained

does not, most assuredly, redound to its credit. For instance, it is an irrefutable fact, although it is not generally known either in Germany or Alsace, that in the great majority of the school districts the pupils are dismissed without having learned to read or write a word in their mother language, and after having received but a very indifferent instruction in French. It becomes painfully evident that the Government, fully aware of the superior intelligence and better education of the German population of Alsace as compared with the generality of the French people, and especially the French peasantry throughout the empire, has conceived the plan to reduce the former to the same level of instruction and education with the country people in the Vendee, the Auvergne, etc., known to be the most bigoted, superstitious, and ignorant people on the European continent. The disastrons consequences of such a measure, although not immediately perceived and but dimly seek, are still instinctively felt by the bulk of the people, while in those circles of society where mental culture is still diligently nourished and flourishing, its farreaching and pernicious bearing is only too well understood by the Government. One of the most eminent clergymen in Alsace, in speaking of the increase of vice and the gradual demoralization spreading among the people, attributes them in the main to the hostile position assumed by the Government against the language of the country, and comes to the logical conclusion that "this war against the German idiom is a direct and most despicable attack upon the religion, the morals, and the civilization of Alsace.

An eminent writer and statesmen, who has but recently had occasion to sojourn among and observe the Germans throughout Alsace, very pertinently remarks:-

"The system of gradual suppression of the German language to the benefit and for the exclusive intro-duction of the French, has evidently created a morbid feeling of disgust among all classes of the population; yea, it is not even approved of by that portion of the French, who, having come hither from other part sof the empire many years ago, have settled in the midst of the Germans here, and, while abstain-ing from almost all intercourse during the first years after their arrival, have gradually become acquainted with and have been rejuctantly forced to acknow-ledge the honesty, integrity, and sterling qualities of their German neighbors.

In the beginning of this century the renowned warrior, poet, and patriot, Schenkendorf, while standing on the citadel of his castle, looked over into Alsace, into the old Allemanic country, stretching from near the limits of the German Black Forest up to the foot of the Vosges Mountains, and exclaimed: -"But there near the Vosges lies a lost jewel: let us recover it, and thus save German blood from hell's oppression." This enthusiastic and patriotic outcry of the German poet found no echo in the hearts of the diplomats and German sovereigns, who afterward became parties to and signed the first and second treaties of peace at Paris. Here a favorable occasion was presented for a readjustment of the boundary lines between Germany and France, for the release from foreign rule of over thirteen hundred thousand Germans, and for the recovery of a fertile and well-cultivated country, extending over an area of about 5000 square miles. But in spite of the admonitions of the celebrated state statistician, Hoffmann, they let the occasion pass by. Since then, the want of unity and the impossibility of bringing all the sub-divisions of Germany into harmonious and combined action, precluded all idea of realizing the hopes of the Germans for the recovery of

these provinces. Since the year 1866, however, affairs in Germany have materially changed, the formation of the North-German Confederation, and its treaties of alliance with the governments of the South-German States, forming a nucleus for the final unity of the German nation, and the re-establishment of the German empire one and undivided. Some interesting remarks on the feeling of

the Alsatians were made shortly before the outbreak of the war, in a German Democratic newspaper established in Muhlhouse. in Alsace, in March; 1870, under the title The Sovereign Elector, and with the motto "Help yourselves." The paper is thoroughly German, and breathes genuine German sentiment. In the prospectus The Sovereign Elector answers the question, "Why publish a new paper in the Ger-man language?" in the following curt and pertinent way:-"Simply for the reason that the majority, yes, the overwhelming majority of the Alsatian people are German in thought, in feeling, in language, and in habit. They are taught the lessons of Christianity in that idiom, and do all they can not to become oblivious of it. We know that many of us have been instructed to speak. read, and write French, and that is undoubtedly very fine; but the same citizens, who are fully familiar with and conversant in French, will not cease to think, feel, and speak German. And that is why we come to them in the language of their mothers, in the language of their infancy, the same in which they educate and cherish their children: the language of love to their wives and con-

solation to their dying parents." To show the extent of the territory of the German language in Alsace and Lorraine, we have recourse to an excellent and interesting statistical work written by Mr. Richard Bockh, from which we have already obtained much valuable information. The book has been published in Berlin this year under the title, "Der Deutschen Volkszahl und Sprachgebiet in den europaischen Staaten." numerical strength of the German people and the territory of their language in European States.) It gives the following figures concerning the territory of the German language: In the Department Bas-Rhin the entire population is computed according to the census of December 31, 1861, at 577,574 inhabitants; 571,034, in 532 communities, were Germans. In the Department Haut-Rhin there lived 515,802 inhabitants, of whom 536,443, in 359 communities, were Germans. In the Departments Meurthe and Vosges were found in 174 communities 101,563 Germans, or a total of 189 communities and 844,128 inhabitants, and in the Department of Moselle, in 344 communities, there were 250,118 Germans, or an aggregate population of 446,457 inhabitants. To sum up:-Out of a total population in the five Departments of 2,383,-61 inhabitants 1,359,158 were Germans.

FIRE AND BURGLAR PROOF SAFE

J. WATSON & SON, Of the late firm of EVANS & WATSON.

FIRE AND BURGLAR-PROOF

SAFE STORE,

No. 53 SOUTH FOURTH STREET, A few doors above Chesunt st., Patisda. RAILROAD LINES.

R EADING RAILROAD-GREATTRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Oumberland, and Wyoming Valleys, the North, North-

west, and the Canadas.

SPRING ARRANGEMENT

Of Parsenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and
Callowhill streets, Philadelphia, at the following

MORNING ACCOMMODATION.

At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 8:35 P. M.: arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS.

At 8:18 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Wi liamsport, Elmira, Rochester, Niagara Falls, Buf falo, Wilkesbarre, Pittston, York, Carliste, Uhamoersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with East Pennsylvania Eallroad 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, Cumber-land Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Cham bersburg, Pinegrove, etc.
AFTERNOON EXPRESS.

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 625 A. M., stopping at in-termediate stations; arrives in rhiladelphia at 8.40

termediate stations; arrives in rhiladelphia at \$40 A. M. Returning, leaves Philadelphia at 400 P. M.; arrives in Pottstown at 645 P. M. READING AND POTTSVILLE ACCOMMODA TION.

Leave Pottsville at 540 A. M. and 420 P. M., and Reading at 750 A. M. and 635 P. M., stopping at all way stations; arrive in Philadelphia at 1020 A. M. and 928 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 250 P. M., and Pottsville at 2 50 P. M., arriving at Philadelphia at

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-19 P. M. Connecting at Reading with Afternoon Accommodation seuth at 6-35 P. M., arriving in Philadelphia at 8-25 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 excepted.
Sunday trains leave Pottsville at 8 A. M., and
Philadelphia at 3-16 P. M. Leave Philadelphia
for Reading at 8 A. M., returning from Reading at
4-26 P. M. These trains connect both ways with
Sunday trains on Perkiomen and Colebrookdale

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-80 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown 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, returning from Schwenksville at 6.45 and 8.05 A. M., 12 45 noon, and 4 15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.
COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and Intermediate points take the 7-30 A. M. and 4-00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7-00 and 11-60 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 10.06 P. M., and con-necting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5-35 A. M. and 8-50 A. M., passing Reading at 7-23 A. M. and 10-40 A. M., arriving at New York 12-05 noon and 3-50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8-10 A. M. and 2-50 P. M. Mail train for Harrisburg leaves New York at 12 M.

burg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Potteville 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
Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg and at 18:55 noon 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 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 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, I hiladelphia, or of G. A. Nicolis, General Superintendent, Reading.

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

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all

points, at reduced rates.

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

EXCURSION TICKE'S 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

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 beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 226 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.

FROM PHILADELPHIA.

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

7-16 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

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

11-50 A. M. for B. C. Junction stops at all stations.

2-30 P. M. for West Chester stops at all stations.

4-15 P. M. for West Chester stops at all stations.

4-15 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

5-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6-75 P. M. for West Chester stops at all stations.

6-75 P. M. for West Chester stops at all stations.
11-30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5-25 A. M. from B. C. Junction stops at all stations,
6-30 A. M. from West Chester stops at all stations.
7-40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett,
Port Deposit, and all stations on the P. & B. C.
R. R.

Port Deposit, and all stations on the P. & B. C.

R. R.

8-15 A. M. from B. C. Junction stops at all stations.

10-50 A. M. from West Chester stops at all stations.

1-55 P. M. from B. C. Junction stops at all stations.

1-55 P. M. from West Chester stops at all stations.

1-55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

1-55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

1-50 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

1-50 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

1-50 P. M. for West Chester stops at all stations.

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RAILROAD LINES.

1870. FUR NEW YORK—THE CAMDEN ton Railroad Companies' lines from Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

PROM 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 RAILROAD.

At 7 A. M. and 2:30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

At 6.30, 8, and 10 A. M., 12 M., 2, 3.30, 5, 6, 8, and 11.30 P. M. for Berdentown, Florence, Burlington, Beverly, Delanco. and Riverton.

At 6.30 and 10 A. M., 12 M., 3.30, 5, 6, 8, and 11.30 P. M. for Edgewater, Riverside, Riverton, and Palmyre. 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

Ferry (upper side).

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

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12:30, 6:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10:45 A. M., 12:30, 2:30, 6:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

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 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, Cornweils, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. FROM WEST PHILADELPHIA DEPOT. Bridesburg, and Frankford.
The 9-30 A. M., 6-45 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6 45 P. M., and

BELVIDERE DELAWARE RAILROAD LINES. BELVIDERE DELAWARE RAILROAD LINES, FROM KENSINGTON DEFOT.

At 7-80 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 3-20 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

Stations.
CAMLEN 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 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 At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten.

At 7 and 10 A. M., 1 and 3.30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.
August 1, 1870. WM. H. GATZMER, Agent.

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 Baitimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

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

Night Express at 11:30 P. M. (Paily), for Baltimore and Washington, stopping at Chester, Linwood, Ciaymont, 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

Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, ant 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and Intermediate

ware Railroad for Harrington and Intermediate stations.

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cenzal Paliroad.

ral Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:26 P. M., Express; 7:26 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 725 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

wood, and Chester.
On Sundays, leave Philadelphia for West Greve
and intermediate stations at 8 00 A. M.; returning, left West Grove at 8.55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked a their residence by the Union Transfer Company. H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH. An ACCOMMODATION 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. NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,

trains will run as follows :-LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street at 6.45 A. M. Accommodation and 4 80 P. M. Ex

press. LEAVE PHILADELPHIA, from foot of WAINUT Street, at 7:00 A. M. Accommountion and 3:30 P. M. Express.
The NARRAGANSET FT STEAMSHIP COMPANY'S

Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

Hook.
Passengers by this route can be served with
BREAKFAST or DINNER on the EUROPEAN
PLAN in a style unsurpassed by any Hotel in America.
Fare between Philadelphia and New York....\$300
"" "Long Branch... 250
For particulars as to connections for TOM'S
RIVER, RED BANK, and all way stations, see the
"Traveller's" and "Applicton's Guides." "Traveller's" and "Appleton's Guides."

C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

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 Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M., and 4:32 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 2:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING B. R. 43

RAILROAD LINES;

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 16, 1876.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 113 Market street, will receive attention.

Mail Train TRAINS LEAVE DEPOT. Paoli Accommodation, 10 A. M. & 12 50 and 7-10 P. M. Paoli Accommodation, 10 A. M. & 12 00 a.
Fast Line
Erie Express
Harrisburg Accommodation
Lancaster Accommodation
Parkesburg Train
Cincinnati Express
Erie Mail and Pittsburg Express
Way Passenger . 10-30 P. M. 11-30 P. M. Erie Mail and Pittsburg Express . 10-30 P. M. Way Passenger . 11:30 P. M. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnat! Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 6 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8-49

Market street.

Sunday Train No. 1 leaves Philadelphia at 8:49

A. M.; arrives at Paoli at 9:40 A. M. Sunday

Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday

Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

TRAINS ABBLUS AT DEPOT.

Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.

TRAINS ARRIVE AT DEFOT.

Cincinnati Express 8:0:30 A. M.
Philadelphia Express 6:30 A. M.
Erie Mail 6:30 A. M. & 3:30 & 6:40 P. M.
Parkesburg Train 9:00 A. M.
Parkesburg Train 9:00 A. M.
Fast Line and Buffalo Express 9:35 A. M.
Lancaster Train 11:55 A. M.
Erie Express 5:40 P. M.
Lock Haven and Elmira Express 9:40 P. M.
Pacific Express 12:20 P. M.
Harrisburg Accommodation 9:40 P. M.
For turther information apply to
JOHN F. VANLEER, Jz., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT.

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

NORTH 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.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:7-00 A. m. (Accommodation) for Fort Washing-

At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazieton, Pittston, Towanda, Waverley, and in connection with the ERIE BAILWAY for Buffalo, Niagara Falls, Rochester, Cleve-

way for Bullalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown.
9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountair, and N. J. Central and Morris and Essex Verticals.

Railreads.
11 A. M. (Accommodation) for Fort Washington
1-16, 3 30, and 5-20 P. M., for Abington.
1-46 P. M. (Express) for Bethiehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wiltesbarre, Pittston. and Hazieton. 230 P. M. (Accommodation) for Doylestown. At 320 P. M. (Bethlehem Accommodation) Bethlehem, Easton, Alientown, Coplay, Mauch Chunk.

dauch Chunk.
4.16 P. M. (Mail) for Doylestown.
5.00 P. M. for Bethiehem, Easton, Allentown, and Mauch Chunk.
6 20 P. M. (Accommodation) for Lansdale.
8 00 and 11 30 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third

streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 06, and 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 Bethlehem at 9 30 A. M. Philadelphia for Loylestown at 200 P. M. Philadelphia for Fort Washington at 8:30 A. M.

nd 700 P. M.
Doylestown for Philadelphia at 6.30 A. M.
Bethlehem for Philadelphia at 4.00 P. M.
Fort Washington for Philadelphia at 9.30 A. M. and 8:10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 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, 9-05, 10, 11, 12 A. M., 1, 2, 2%, 8%, 8%, 4, 4%, 5-05, 5%, 6, 6%, 7, 8, 9, 10-05, 11, 12 P. M. 12 P. M.
Leave Germantown 6, 6.58, 7%, 8, 8.20, 9, 10, 11, 12
A. M., 1, 2, 3, 3%, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8.20 down train, and 2%, 5%, and 5% up trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4.05, 7, and

Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4 P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 25, 834, 55, 7, 9, and 11 P. M. Leave Chessut Hill 7-10, 8, 9-40, and 11-40 A. M.,

1.40, 5.40, 6.40, 6.42, 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 Passengers taking the 6.55, 9 A. M., and 6½ P. M. trains from Germantown will make close connections with the trains for New York at Intersection

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 8, 4½, 6, 6½, 6½, 6 05, 10, and 11½ P. M.
Leave Nerristown 5½, 6 25, 7, 7½, 8 50, and 11 A. M., 1½, 8, 4½, 6, 6½, 8, and 9½ P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 25, 4, and 7½ P. M.
Leave Norristown 7 A. M., 1, 5½, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7½, 9, and 1105 A. M.

FOR MANAYUNE.

Leave Philadelphia 6, 734, 9, and 11:05 A. M., 134, 45, 65, 65, 805, 10, and 11½ P. M.

Leave Manayunk 6, 856, 73, 810, 920, and 11½

A. M., 2, 33, 5, 68, 84, and 10 P. M.

Leave Philadelphia 9 A. M., 23, 4, and 7½ P. M.

Leave Manayunk 7½ A. M., 13, 63, and 9½ P. M.

Philadelphia 5 P. M.

Leave Sephiadelphia 5 P. M.

Leave Sephiadelphia 5 P. M.

Leave Sephiadelphia 6, 73, 810, 920, and 11½

Leave Philadelphia 9 A. M., 124, 63, and 9½ P. M.

Constant Philadelphia 9 A. M.

Leave Philadelphia 9 P. M.

Leave P

stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9-95 A. M. and 6 4 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 5 P. M. trains from Germantown to Ninth and Green streets.

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

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILEOAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9 25 A. M. and 4 25 P. M., on

PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.

OXFORD at 6-25 A. M., 10-25 A. M., and 5-30 P. M., CHADD'S FORD at 7-26 A. M., 12-00 M., 1-30 P. M.,

4-45 P. M., and 6-49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,

General Superintendent

AUD FION SALES.

M. S. FOURTH STREET. NOS. 139 AND 141 THOMAS BIRCH & SON, AUCTIONERRS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street.

BY BARRITT & CO., AUCTIONEERS.
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra
charge.
11 246

CONCERT HALL AUCTION ROOMS, No. 1218
CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

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

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC., On Tuesday Morning, Aug. 23, at 10 o'clock, on four months' credit. S 17 5t LARGE SAIE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, [8 19 5t August 25, at 10 o'clock, on four months' credit.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC.
On Friday Morning,
August 26, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 8 20 5t MARTIN BROTHERS, AUCTIONEERS, —
(Lately Salesmen for M. Thom as & Sons.) No. 704 Chesnut st., rear entrance from Minor.

Sale at No. 616 Spruce street.
CHOICE ANTIQUE FURNITURE.
THE SELECTION OF MR. WM. KULP.

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 Furniture, including—Three especially fine high castolocks, with bronze dials, in perfect condition; curious 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 andirons; and rare engravings, framed; complete set andirons; 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 STREET. [6 28 tf IN LOUISVILLE, KY GEORGE W. ANDERSON & H. C. STUCKE.
THOMAS ANDERSON & OO. AUOTIONEERS AND COMMISSION MERCHANTS.
LOUISVILLE, KY.
Business strictly Commission. All auction sales exclusively for cash.
Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and hats every Thursday.

Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [2 Is 6m] 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.

Williamsport 800 A. M.

Arrives at Erie 749 P. M.

ERIE EXPRESS leaves Philadelphia 10-50 A. M.

Williamsport 8-15 P. M.

arrives at Erie 7-25 A. M.

ELMIRA MAIL leaves Philadelphia 7-59 A. M.

Williamsport 6-00 P. M.

arrives at Lock Haven 7-20 P. M. BALD EAGLE MAIL leaves Williamsu u port - - - 1 '30 P. M.
arrives at Lock
Haven - 2 '45 P. M.

Haven - 2-45 P. M.

BASTWARD,

Williamsport - 9-26 P. M.

"" Williamsport - 9-26 P. M.

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

"" Williamsport - 9-26 P. M.

"" Williamsport - 9-26 P. M.

"" Williamsport - 9-26 P. M.

"" arrives at Philadelphia 5-30 P. M.

ELMIRA MAIL leaves Williamsport - 9-46 A. M.

"" arrives at Philadelphia 9-50 P. M.

BUFFALO EXP. leaves Williamsport 12-25 A. M.

"" "Arrives at Philadelphia 9-25 A. M.

BALD BAGLE MAIL leaves L. Haven 11-36 A. M.

"" arr. Williamsport 12-50 P. M.

BALD FAGLE 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 odation east at Irvineton with Oil Creek and Allegheny River Railroad. WM. A. BALDWIN,

General Superintendent. CAMDEN AND ATLANTIC RAILROAD

Returning leave Atlantic-.5.35 P. M. 4.35 P. M. 11.50 A. M. 7.24 A. M. .6.06 A. M. Special Excursion.....

Haddonfield at 7:15 A. M., 1 P. M., and 3 P. M. Atco, at 6:22 A. M. and 12:15, noon.

ON SUNDAYS.
Leave Vine Street Ferry at..... street, will call for baggage and check to destina-Additional ticket offices have been located at No. 328 Chesnut street and No. 116 Market street for the

sale of through tickets only. Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,
Agent. WEST JERSEY RAILROADS.

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

Leave Philadelphia, foot of Market street (upper ferry), at 8-60 A. M., Mail for Bridgeton, Salem, Vineland, billiville, Swedesboro, and intermediate stations. 9 to A. M. Mail and Express for Cape May. 11 45 A. M., Woodbury Accommodation. 2 15 P. M., Accommodation for Cape May, Milliville, Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations. 4:00 P. M., Fast Express, for Cape May only. 6:45 P. M., Passenger for Swedesboro and Olayton, stopping at all stations on signal. Sunday Mail Train leaves Philadelphia at 7:18 A. M.; returning, leaves Cape May at 5:10 P. M. tommutation tickets at reduced rates between Philadelphia and all stations.

Commutation tickets at reduced rates between Philadelphia and all stations.
Cape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100. Freight Train leaves Camden daily at \$20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue. \$15 WM. J. SEWELL, Superintendent.

Corn Exchange Bag Manufactory JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts ROPE AND TWINE, BAGS and BAGGING, for Flour, Sait, Super-Phosphate of Lime, Bone Dust, Etc., Large and small GUNNY BAGS constantly on hand, & Also, WOOL SAUKS.

NOTTON SAIL DUCK AND CANVAS, OF ALL COTTON SAIL DUCK ARD Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Feits, from thirty to seventy-six inches, with Paulins, Beiting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (Our Stores).