From the Pail Mall Gazette. Those among mankind who take an interest in political events at any great crisis may be divided into two classes—such as embrace without hesitation the prevailing sentiment of the time, and such as diverge into varieties of sentiment of their own, whether arising from asgacity or prejudice, fancies or crot-chets. This is especially the case in coun-tries like ours, where freedom, not only of action but of thought, is carried further than in communities governed under other politi-cal systems, whether more or less democratic. Not only are the minority (at least for a considerable time) not silenced by the majority, but they are if anything rather more demonstrative than their opponents, more eager to be heard, and more anxious to put forward their reasons, as if deprecating an unanimity which they cannot but apprehend.

Similar manifestations of diversity of opinion in England have almost always attended the course of great European wars of what may be termed modern times, although England until lately was always a party to them. It was very hard work for the grandsons of the cavaliers to tame down their old royalism into hearty sympathy with the arms of the usurping William in his struggle against France. Even when that struggle was continued by so good a Church and State woman as Anne, there was many a partisan of the Pretender whose feelings were sorely distracted between patriotism and foreign allegiance. When Chatham, with Prussia on his side, made war on Europe, there was for once no minority in the British public at all. For the first and only time England stood arrayed in that quarrel in hearty unanimity. But the American war was commenced, at all events, against the vehement protests of a minority strong in numbers and stronger in reasoning: of which many members no doubt really desired the success of the insurgents, sinking their zeal for English self-assertion in still strenger zeal for the cause which they esteemed the right. And although as the war continued the feelings of the community in general warmed to the conflict, the voice of opposition was never wholly extinguished. Finally, in the great struggle against the France of the Revolution and of the first Empire, although the national spirit was roused more and more as it raged on through two-thirds of a generation, yet even to the end there remained a sturdy though diminishing section of our people whose sympathies were with France, who held that the war was an unrighteous one, waged in truth against liberty with a Napoleon for its champion. And to the survivors of that section the short-sighted obstinacy of their antagonists gave by-and-by a final triumph, and the Reform Act served as a revenge for Waterloo. Up to this time we are witnesses only, and

not actors, in the continental war now commenced: but the attitude of the British public, at all events as represented by the press, affords as fair an illustration of this national peculiarity as any which can be drawn from history. Unless we are mistaken, the pervading sentiment of our majority, all but a national sentiment, is on the Prussian side. One strong reason for this is the general reprobation of the aggressor in a quarrel: of him who strikes the first blow, especially when he can show no other reason for doing so than is involved in long argumentative recrimination. But a far more overmastering cause is to be found in the national instinct which watches over our own greatness and security. With France on the Rhine and in Belgium, and with no hope of reversing the issue, it is only too deeply felt that the day of England as a European power would be over; while s German coalition dictating terms of peace at Paris could scarcely by possibility have any demands to make incompatible with our honor and our advantage.

This, we repeat, is the popular English view at the present moment, right or wrong. Ye there are many well-wishers to France among us, and many whose reasons for being so, a well as their openness in avowing them, are honorable. But they are almost all wha may be termed by-reasons-collateral issues as lawyers would say, defended by argument quite irrelevant to what strikes the world a the main question. There are many who cannot get over their hostility to Prussia a the originator of the present complications by her overbearing injustice to Denmark and he well-timed assault on Austria. There are many who are influenced by a strong sens of the loyal friendliness of France toward ourselves for many years past, on whom the memories of our common Crimean struggle act more forcibly than the fears or jealousies of the present day. And there are more than might be at first supposed, belonging at least to the higher if not the more powerful classes, in whose eyes the present quarrel assumes something of a religious complexion. Strange, but true nevertheless. It is only the other day that the Monde assured the public that the war was to be regarded as a crusade-that it was imperatively necessary, in order to check the progress of German Protestantism and infidelity. Grotesque and almost blasphemous as such an appeal to the God of battles in such a cause may be, there is reason to think that it strikes an answering chord in a good many hearts. Such sentiments, more or less pronounced, are not confined to our Romanist fellow-citizens. They are shared by the section of our upper classes whose feelings lead them into the nearest approximation to Rome, and whose favorite object of aversion at the present moment is Protestantism. In the long run, and if the prevalent sentiment of the majority has time to acquire full strength, all these little eddies and backwaters will disappear before the general swell of the current. But, for the time, they act as disturbing causes in a small way; and it is, on the whole, advantageous that they should do so. It is better that whatever fixed public conviction is ultimately to prevail should be seen to have formed itself deliberately, after full allowance made for hostile tendencies and lukewarm assents, and even eccentricities of opinion, than that it should bear the appearance of being the result of the hasty enthusiasm of part of the nation imposed on the rest through moral coercion.

WHAT WE EAT WITHOUT KNOWING. - Some Southerner on his summer tour to the North has amused himself by following up the large shipments of white clay, or "kaolin," which comes from the deposit near Angusta, Georgia, and has partially discovered what becomes of it. The clay is very fine in grain, free from silex and of a pure white color. It is said to be valuable in the manufacture of various grades of earthen ware, but as the tons and tons of it which come North do not seem to go to porcelain manufacturers, our Southern friend has taken the trouble to discover that it has become the standard substance for the adulteration of seda, cream tartar, calomel white lead, and particularly the fancy candies with which we are all accustomed to imperil our lives. All this is very interesting. If the American people have got that bank of clay to eat before we can have pure groceries

THE SENTIMENTS OF MINORITIES IN or confectionery, it will be well to keep informed from time to time as to what progress is being made. Now that the thing is spoken of, many persons will remember, no doubt, that in eating pulverized sugar, bon-bons, and especially white candies, there is frequently left in the mouth something clammy and insoluble, with a taste similar to the slate pencils which we used to nibble in our school days. That must be the "kaolin" we hear of. It is not a particularly hazardous diet, a little heavy, perhaps for a delicate stomach, but not sonous. The discouraging thing is that it is expensive. The eating of clay should not be denied to those who enjoy it, but the rest of mankind should not be forced to do so, at the rate of from ten cents to a dollar per pound. -Cleveland Leader.

> A VISIT TO PUTNAM'S WOLF DEN. -A correspondent of the Providence Journal has been paying a visit to the famous cave from which the youthful Israel Putnam pulled the fero-cious wolf of history. It is situated in the town of Pomfret, Conn. Eventually, says the correspondent, we reached the spot where we were to leave the carriage and approach the den on foot. This was determined by a gap in the fence, while the trees opposite bore marks of baving been gnawed by innumerable impa-tient horses, hitched here from time to time by visitors. A tolerably well-worn path through the wood, for half a mile, led us to the rocky hill in whose rugged brow the famous den, ages gone by, was fashioned by the hand of nature. It is guarded by a giant oak, which may have stood there for centuries. In fact, the entire hill-side is overgrown with scattering trees, bearing indications of great age, for the woodman's axe has never awakened the solitudes of the spot within the memory of the oldest inhabitant. The entrance to the cave presents a huge mass of rock surmounting two smaller rocks which form the sides. A slab some four inches in thickness has broken away from the roof and dropped down, but does not in the least obstruct the mouth of the cave, which is some-what funnel-shaped. Viewed from the exterior, the inner entrance is now about eighteen or twenty inches square; and with a width of three feet and a height of two, the cavern is said to extend into the hillside for thirty or forty feet. But the earth undoubtedly has been washing into its mouth for years, until at the present time there is nothing remarkably imposing in its appearance. The the mere fact that Putnam visited the spot under the peculiar circumstances that he did is the only source from which it could have derived more than a local celebrity. The curiosity of the public centres in the name and not the character of the cave.

Corn Exchange Bag Manufactory JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sta

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand, also, WOOL SAUKS.

RAILROAD LINES.

PHILADELPHIA AND ERIB RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 80, 1870, the trains on the Philadelphia and Eric Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:

WESTWARD MAIL TRAIN leave

,	" Williamsport . 800 A. M.
8	arrives at Erio . 7.40 P. M.
1	ERIE EXPRESS leaves Philadelphia 10.50 A. M.
a	" Williamsport . 8.15 P. M.
22.00	arrives at Erie 7.25 A. M.
t	ELMIRA MAIL leaves Philadelphia - 7:50 A. M.
y	Williamspore our M
r	BALD EAGLE MAIL leaves Williams-
i"	port - · · 1'30 P. M.
w	u u srives at Lock
	Haven - 2.45 P. M.
t	EASTWARD.
g	MAIL TRAIN leaves Brie 8:50 A. M.
18	" Williamsport . 9-25 P. M.
8	arrives at Pulladelphia 6.20 A. M.
t	ERIE EXPRESS leaves Erie - 9 00 P. M.
5,	Williamsport 8-16 A. M. arrives at Philadelphia 6-30 P. M.
	ELMIRA MAIL leaves Williamsport - 9 46 A. M.
s	" arrives at Philadelphia 9 50 P. M.
18	BUFFALO EXP. leaves Williamsport 12 25 A. M.
0	" Harrisburg - 6 20 A. M.
18	" arrives at Philadelphia 9-25 A. M.
y	BALD EAGLE MAIL leaves L. Haven 11 35 A. M.
	" arr. Williamsp't 12 50 P. M.
r	BALD EAGLE EX. leaves Lock Haven 9.35 P. M.
.0	arr. Williamsport 10-60 P. M.
e	Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and
ls	Mail and Accommodation east at Irvineton with
10	Oli Creek and Allegheny River Railroad.
le	WM. A. BALDWIN.
.0	General Consultation dans

General Superintendent.

н	
ı	SHORTEST ROUTE TO THE SEA SHORE.
١	THROUGH IN 1% HOURS.
ł	FIVE TRAINS DAILY TO ATLANTIC CITY.
1	On and after SATURDAY, July 2, 1870, trains will
1	leave VINE STREET FERRY as follows:-
ı	Special Excursion (when engaged)6-15 A. M
1	
Ą	Mail
1	Freight (with passenger car)
	Express (through in 1% hours)3-30 P. M.
1	Atlantic Accommodation415 P. M.
	Returning leave Atlantic—
	Special Excursion
9	Mail
	Freight (with passenger car)
1	Express (through in 1% hours)
1	Atlantic Accommodation
d	An extra Express Train (through in 11/2 hours) will
1	leave Vine Street Ferry every Saturday, at 2 P. M.
	Poturning leave Atlantic Oliv Monday, at 2 P. M.

Returning, leave Atlantic City, Monday, 940 A. M. LOCAL TRAINS LEAVE— For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M. For Atoo and intermediate stations, 10:15 A. M Returning, leave-

Additional ticket offices have been located at No. 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 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
8:00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.
9:00 A. M., Mail and Express for Cape May,
11:45 A. M., Woodbury Accommodation.
8:16 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
8:30 P. M., Passenger for Bridgeton, Salem.
Swedesboro, and intermediate stations.
4:00 P. M., Passenger for Swedesbero and Clayton, stopping at all stations on signal.
Sunday Mail Train leaves Philadelphia at 7:15
A. M.; returning, leaves Clape May at 6:10 P. M.,
Commutation tickets at reduced rates between
Philadelphia and all stations.
Cape May Season Tickets, good for four months

Philadelphia and all stations.

Ospe 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 Wainut street.

Freight delivery at No. 228 S. Delaware avenue \$15 WM. J. SEWELL, Superintendent.

MAILROAD LINES.

PEADING RAILROAD—GREAT TRUNK LINE
R from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

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

MORNING ACCOMMODATION.
At. 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M. MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Wiliamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with East Pennsylvania Rallroad 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 Raliroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. MORNING ACCOMMODATION.

for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

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

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

M.; arrives in Pottstown at 6-15 P. M.
REABING AND POTTSVILLE ACCOMMODA
TION.
Leave Pottsville at 5-40 A. M. and 4-20 P. M., and
Reading at 7-30 A. M. and 6-25 P. M., stopping at
all way stations; arrive in Philadelphia at 10-20 A.
M. and 9-25 P. M.

M. and 9 25 P. M.
Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 0·40 P. M.
Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

7-00 P. M.

Harrisburg Accommodation leaves Reading at 7-16 A. M. and Harrisburg at 4-10 P. M. Connecting at Reading with Afternoon Accommodation south at 6-35 P. M., arriving in Philadelphia at 9-25 P. M.

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 3:16 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

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 5-16 P. M. PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 6:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 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.

COLEBROOKDALE RAILROAD.

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

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9:00 A. M. and 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, Baltimore, etc. Returning Express train leaves Harrisburg on

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 neon and 3.50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8.10 A. M. and 2.50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD. Trains leave Auburn at 8:55 A. M. for Pinegrove

Tremont, and Brookside, returning from Harrisburg at \$40 P. M., from Brookside at \$45 P. M., and from Tremont at \$25 A. M. and 505 P. M.
TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation

Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth Superintendent, Reading.

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

MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$47.00 cach, for families and

SEASON TICKETS.—For one, two, three, six, pine, or twolve 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 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., 12.80 noon, 6 and 7.16 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. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOW

W EST CHESTER AND PHILADELPHIA RAIL
ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will
leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:
FROM PHILADELPHIA.
645 A.M., for B. C. Junction, stops at all stations.
7-15 A.M., for West Chester, stops at all stations
west of Media (except Greenwood), connecting at
B. C. Junction for Oxford, Kennett, Port Deposit,
and stations on the P. and B. C. R. R.
9-40 A. M. for West Chester stops at all stations,
11-50 A. M. for B. C. Junction stops at all stations,
2-30 P. M. for West chester stops at all stations.

11-50 A. M. for B. C. Junction stops at all stations,
12-30 P. M. for B. C. Junction stops at all stations,
12-30 P. M. for West Chester stops at all stations,
14-15 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.
18-30 P. M. for B. C. Junction. This train commences
running on and after June 1, 1870, stopping at all
stations.
18-30 P. M. for West Chester stops at all stations.
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18-30 P. M. from West Chester stops at all stations.
18-30 P. 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. R. M. from B. C. Junction stops at all stations.

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.
105 P. M. from B. C. Junction 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.
106 P. M. from B. C. Junction. This train commences running on and after June 1st, 1876, stopping at all stations.

ON SUNDAYS,
108 P. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
109 P. M. for West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
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RAILROAD LINES:

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

te 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 3-30 P. M. for New York, Long Branch, and Intermediate places.

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 6:90, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Eurlington, Beverly, Delanco, and Riverton.
At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House. 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).

3 ROM KHNSINGTON DEPOT.

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

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

At 7 and 10°45 A. M., 12°30, 2°30, 5°15, 6, and 7°30 P. M. for Tacony, Wissinoming, Bridesburg, and

Frankford.

PROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New
York Express Lines, and at 11:30 P. M., Emigran
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, Wissinomipg,
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. Frankford.

BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE RAILEOAD LINES,
FROM RENSINGTON DEPOT.
At 7-80 A. M. for Niagara Falls, Buffalo, Dunkirk, Rimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Moutrose, Whikesbarre, Schooley's Mountain, etc.
At 7-30 A. M. and 3-39 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

PROM MARKET STREET PERRY (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 Madford.

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, 1876. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BAL-TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1876.

COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, Stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Seaford with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for
Bantimore and Washington, stopping at Chester,
Thurlow, Linweod, Claymont, Wilmington, Newport, Stanton, Newark, Eikton, North East,
Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's
and Stemmer's Run.
Night Express at 11-30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Eikton,
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 Kaliroad for Harrington and intermediate stations.

Leave Wilmington 6.45 and 8.10 A. M., 7.00, 4.00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fhliadelphia. 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

o A. M. and 4.30 P. M. trains for Baltimore Con-

7-00 A. M. and 4-30 P. M. trains for Baltimore Conral Raliroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mall; 9-00 A. M., Express;
2-36 P. M., Express; 7-25 P. M., Express;
SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Magnolis, Perryman's, Aberdeen, Hayre-do-Grace, Perryville, Charlestown, North East, Elkton, Newark,
Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove
and intermediate stations at 8-00 A. M.; returning,
left West Grove at 8-55 P. M.

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

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE. NEW JERSEY SOUTHERN RAILHOAD 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

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, 1879,

trains will run as follows: 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. Express. LEAVE PHILADELPHIA.

I.EAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:50 P. M. Express.
The NARRAGANSET IT STEAMSHIP COMPANY'S
Magnificent Steamers "Plymouth Rock" and "Jesse
Hoyt" have been fitted up expressly for this business,
the former with unequalised accommodations, and will
make the connection between New York and Sandy
Hook

"Traveller's" and "Appleton's Guides."

C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL BAILROAD. 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

7 P. M.
Train leaving Philadelphia at 7 A. M. connects at
Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4-30 P.
M., leaving Oxford at 6-05 A. M., and leaving Port
Deposit at 9-25 A. M., connect at Chadd's Ford JuneLon with WILMINGTON & EPADING B. B. 4-4

RAILROAD LINES

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

Dopot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Cheenut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

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

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:48 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.

rives at Paoli at 740 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.

Philadelphia at 6-10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express 8-10 A. M.
Philadelphia Express 6-30 A. M.
Erie Mail 6-30 A. M.
Paoli Accommodat'n, 9-30 A. M. & 3-30 & 6-40 P. M.
Parkshurg Trains

Liste and Edition 11:55 A. M.

Erie Express . 5:49 F. M.

Lock Haven and Elmira Express . 9:40 F. M.

Pacific Express . 9:40 P. M.

Pacific Express . 9:40 P. M.

Pacific Express . 9:40 P. M.

Harrisburg Accommodation . 9:40 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.

No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.

No. 116 MARKET Street.

SAMUEL H. WALLACE,

Ticket Agent at the Depot.

The Penceylvania 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.

owner, unless taken by special contract.
A. J. UASSATT,
4 29 General Superintendent, Altoona, Po.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEEN 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, orner of Berks and American streets (Sundays corner of Berks and American streets (Sundays excepted), as follows:— 7:00 A. m. (Accommodation) for Fort Washington.
At 7:26 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahaney City, Hazieton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-

way for Bullato, Magara Falis, Rochester, Cleve-land. Chicago, San Francisco, and all points in the Great West.

8 26 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem. Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettstown, Schooley's Mountair, and N. J. Central and Morris and Essex

Ramroads.

14 A. M. (Accommodation) for Fort Washington
1-15, 3-30, and 5-30 P. M., for Abington.
1-45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauon Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. 2 30 P. M. (Accommodation) for Doylestown. At 3.20 P. M. (Bethlehem Accommodation) for

Bethlehem, B. Easton, Alientown, Coplay, and Mauch Chunk.
4:15 P. M. (Mail) for Doylestown.
5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
6:20 P. M. (Accommodation) for Lansdale.
6:00 and 11:80 P. M. (Accommodation) for Fort

Washingtor.
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, 5.66, 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 235, 4:55, and 6 45 P. M. ON SUNDAYS. Philadelphia for Betaleaem at 9 80 A. M. Philadelphia for Loylestown at 200 P. M. Philadelphia for Fort Washington at 8 30 A. M. Doylestown for Philadelphia at 5'30 A. M.

Bethlehem for Philadelphia at 4 00 P. M. Fort Washington for Philadelphia at 9 30 A. M. and 8 to P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 106 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

DHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9-65, 10, 11, 12 a. M.,
1, 2, 2%, 3%, 8%, 4, %, 5-65, 5%, 6, 6%, 7, 8, 9, 10-06, 11,
12 P. M.
Leave Germantown 8, 6 55, 1%, 8, 8-70, 2 to 1

12 P. M.
Leave Germantown 8, 6 55, 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%, 3%, and 6% up
trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9% A. M., 2, 4 08, 7, at d

Leave Germantown at 814 A. M., 1, 3, 6, and 994 P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 256, 834 55, 7, 9, and 11 P. M. Leave Chessut Hill 7-10, 8, 9-40, and 11-40 A. M.,

Leave Cheskut Hill 7 10, 8, 9 40, and 11 40 A. M., 1 40, 8 40, 6 40, 6 40, 8 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, 6 40, and 9 26 P. M.

Passengers taking the 6 55, 9 A. M., and 6 2 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

Station.

FOR CONSHOHOCREN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11 06 A. M., 1½,

8, 4½, 6, 5½, 6½, 8°65, 10, and 11½ P. M.

Leave Nerristown 6½, 6°26, 7, 7½, 8°50, and 11 A.

M., 1½, 8, 4½, 6½, 8, and 9½ P. M.

ON SUNDAYS.

M., 1½, 8, 4½, 6½, 8, and 9½ P. M.

Leave Philadelphia D A. M., 2½, 4, and 7½ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAY UNK.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½,
3, 4½, 5, 5½, 6½, 8 05, 10, and 11½ P. M.

Leave Manayunk 6, 0 55, 7½, 8 10, 9 20, and 11½
A. M., 2, 3½, 5, 6½, 8½, and 10 P. M.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.

Phi MOUTH RAILRUAD.

Leave Philadelphia 5 P. M.

Leave Phymouth 6¾ A. M.

The 7½ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshchocken.

Passengers taking the 7, 8 05 A. M. and 6½ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station. connections with the state of the section 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.

M. S. WILSON, General Supit.

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at \$25 A.M. and 425 P.M., on PORT DEPOSIT at 925 A. M. and 425 P. M., on arrival of trains from Baltimore.

OXFORD at 605 A. M., 1035 A. M., and 530 P. M. CHADD'S FORD at 726 A. M., 1200 M., 130 F. M., 445 P. M., and 649 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 Barre.

General Superintendent AUCTION BALES.

M. S. FOURTH STREET.

Fale at the Auction Rooms,
SUPERIOR HOUSEHOLD FURNITURE, PTANOS,
MIRRORS, BEDDING, CHINA, GLASS WARE,
WALNUT OFFICE FURNITURE, REFRIGERATORS, SEWING MACHINES, STOVES, FINE
CARPETS, ETC.
On Thursday Morning. (8 23 2t Aug. 25, at 9 o'clock, about 600 lots superior house-hold furniture, comprising a general assortment.

Administrator's Sale, No. 218 N. Thirteeuth atreet.
SUPERIOR HOUSEHOLD FURNITURE, FINE
BEDDING, CHINA, GLASSWARE, CARPETS,

On Friday Morning,
August 26, at 10 o'clock, by catalogue, the entire
superior household furniture, etc. 8 24 2t THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street; rear entrance No. 1107 Sansom street. Sale No. 1110 Chestnut Street,

Sale No. 1110 Chestant Street,
NEW AND SECONDHAND HOUSEHOLD FURNITURE, Elegant Parior Suits, in Plush, Reps, and
Hair Cloth; Walnut Chamber Furniture, Cottage
Suits, Carpets, Plano-fortes, Parior Organs,
Library Suits, Dining-room Furniture, French
Plate Mirrors, Sewing Machines, etc.
On Friday Morning,
At 9 o'clock, at the auction store, No. 1110
Chesnut street, will be sold, a large assortment of
superior and elegant Household Furniture. Mirrors,

superior and elegant Household Furniture, Mirrors, etc. etc. 8 34 21

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

SECOND FALL AND WINTER TRADE SALE 1000 Cases Boots, Shoes, Brogans, Balmorals, Ruobers, etc.,

On Thursday Morning.

August 25, at 10 o'clock, on two months' credit.

HATS, HATS, Also, - cases men's, boys', and children's cassimere

CONCERT HALL AUCTION ROOMS, No. 1819 CONCERT HALL AUCTION ROOMS, No. 1219
CHESNUT Street.
T. A. McCLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Rooms,
No. 1219 Chesnut street, every Monday and Thurs-

Ay.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

LARGE SALE 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 IMPORTANT SPECIAL SALE OF 400 CARTONS

BONNET AND SASH RIBBONS. On Monday Morning,
August 29, at 10 o'clock, on four months' credit,
embracing full lines of fresh goods, of a well-known ALSO.
150 PIECES MILLINERY VELVETS AND
PLUSHES,

in black and the most desirable colors and latest shades, just landed. LYONS SATINS, in black and rich fall colors, silk and linen backs, ALSO, An invoice of rich French feathers. 823 5t

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC., On Tuesday Morning, Aug. 10, at 10 o'clock, on four months' credit. 824 5t MARTIN BROTHERS, AUCTIONEERS,—
(Lately Salesmen for M. Thomas & Sons.)
No. 704 Chesnut st., rear entrance from Minor.

Sale at No. 616 Spruce street. CHOICE ANTIQUE FURNITURF. 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 case clocks, with bronze dials, in perfect condition; curious tables; chairs; bedisteads; cases of drawers; bureaus; secretaries; William Penn studio chair; looking glasses; Nankin and artique china and glassware; curious mantel ornaments; vers fine old and rare engravings, framed; complete set andirons; shovel and tongs; beliows and foot stool to match; fine carpets, etc. 8 13 13t fine carpets, etc.

OSEPHPENNEY, No. 1307 CHESNUT & TREET. [6 99 tf N S T. L O U I S, AUCTION HOUSE OF

Nos. 119, 121, and 123, corner FIFTH and PINE Streets, ST. LOUIS, MISSOURI. We have a large and commodious Building erected by us expressly for the Auction and Com mission business.

St. Louis is known to be the most reliable auction

HARVEY & TYLER,

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Cash advanced on Consignments.

Cash advanced on Consignments.

Our Commissions from six to ten per cent.

We refer to the Bankers and Merchants of St.

Louis, Mo.

No. 782 CHESNUT Street, Philadelphia,

General Agent.

N LOUISYILLE, KY GEORGE W. ANDERSON. R. C. STUCKE, AUCTIONEPRS 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 saise of dry goods, clothing, carpet, notions, etc., every Wednesday and Thursday. [3 1] has

ROOFING. PHILADELPHIA

Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight. SPENCER'S GUTTA-PERCHA PAINT Will preserve Tin Roofs from Rusting and Leaking

and warranted to stand ten years without repain This is the only Paint that will not crack or peet off. It is Blastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S
PATENT IRON PAINT, made expressly for iron
work, warranted not to crack or peel off; will retain
its beautiful gloss for five years.

All work warranted. All orders promptly attended to. Address PHILADELPHIA PAINTING AND ROOFING COMPANY,

No. 53 N. SIXTH St., Philadelphia. R E A D Y R O O F I N G.—

can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on
old Shingle Roofs without removing the shingles,
thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs
at short notice. Also, PAINT FOR SALE by the
barrel or gallon; the best and cheapest in the
market.

W. A. WELTON, No. 711 N. NINTH St., above Coates, FIRE AND BURGLAR PROOF SAFE

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

FIRE AND BURGLAR-PROOF SAFE STORE

No. 53 SOUTH FOURTH STREET, A few coors above Questat at Philade.