AN INCIDENT OF TRAVEL.

DURING the recent excursion of Philadelphians to St. Paul, a pleasing incident occurred while the party were enjoying a carriage-ride to the Falls of St. Anthony and its vicinity. Among the party was the Rev. Dr. Vinton, Rector of Trinity Church, New York, and he fortunately had with him a diary written by himself in the year 1833. being a record of a visit to the same localities, having been ordered to Fort Snelling as a lieutenent in the United States army, to be present during the payment of annuities to the Indians. On arriving at each point, he read from his diary the remarks made as to each locality on his former visit, which were listened to with great interest by his fellow-excursionists. The data made by him in regard to the Falls of St. Anthoty are very important, and will probably lead to the fixing with some degree of certainty the exact location of the falls at that remote period. It is well known that by the wesring away of the under strata of the rock, in consequence of the eddy formed beneath the falls, they have been gradually retreating up the river. To prevent any further changes important works are in progress, including the construction of an immense wooden structure, covering the entire bed of the river, over which the water will pass off. A portion of this work is completed, and the falls are now confined to the Minneapolis side of the river, while an army of men are at work upon the other section, in order to complete it before cold weather. The spring freshets have almost invariably caused great destruction to property along the banks and threatened before many years to destroy the water power which is now so valuable to Minneapolis and the innumerable saw and grist mills located along the banks of the river. The works now in progress are designed to avert this calamity, Dr. Vinton's diary was deemed so interesting and important that he was requested to present the book to the Historical Society of Minnesota, which he has consented to do after making a copy of certain portions that he is desirous to retain for his own purposes. His reminiscences of the Falls of Minnehaba, then known by another name, and the localities about Fort Snelling were also of a most interesting character.

THE BIG-HORN EXPEDITION.

FAILURE AND ABANDONMENT OF THE ENTER-

PRISE. A correspondent of the Missouri Republican gives the complete history of the tribulations and difficulties of the Big-Horn exploring party, which resulted finally in the failure of the scheme. The particulars of the final

fiasco he parrates as follows: -Two days before reaching the Grey Bull river the party were overtaken by a detachment of soldiers, numbering eighty men, under the command of Lieutenant Wheelan of the 2d U. S. Cavalry, armed with two orders from the War Department, one to stop the expedition if it had not reached Twin Creek, near Miner's Delight, the other to the effect that if the expedition had passed Twin Creek the leaders were to be communicated with immediately, and notified that if they attempted to go into the Big-Horn Mountains, or upon any Indian reservation, force would be used to bring them back. This sudden intelligence was mortifying to the Big-Horners, but it was seen at once that amid the dangers that encompassed them it would be madness to buck against a positive order from Uncle Sam. All the men were drawn up in line and the orders were read to them by Lieutenant Wheelan. Those who still persisted in their intention of to the Big Horn were requested to indicate their intention by stepping out from the ranks. There was some murmuring and grinding of teeth among the men, but no one moved out from the ranks. Judge Kuykendall stated that the intention of the party was to proceed to the Grey Bull River, establish there a permanent camp, from whence they would prospect the country along the Grey Bull, the Stinking Water, and other streams in that region that were known to be on Government lands, and lying between the Crow and Shosbone reservations, and west of the Big Horn Mountains. He also pledged bimself and men that they would not go upon any Indian reservation to work, nor into the Big Horn Mountains. Lieut. Wheelan, having received these promises, and being satisfied that they would not be violated, re-turned to Camp Schaunburn at Atlantic City. The day after arriving in permanent camp two prospecting parties were fitted out, consisting of 18 men each, one under command of Judge Kuykendall, and the other under Mr. Shankland, leaving Captain Farrar in charge of camp. Both parties were provided with rations for ten days. Shankland's party were out five days and returned. They went as far as the Yellowstone mountains, weakened on it, and started back to camp. After their return, a party numbering twenty-six packed up and started for Clerk's Fork, on the Yellowstone, in Montana, thereby abandoning the expedition. Judge Kuykendall and his party went eighty five miles from camp to a basin near the head of the north fork of Wind river. They prospected along, finding nothing on the waters of the Grey Bull. They passed up a remarkable canon for 25 miles, with overhanging cliffs on either side, sometimes obtaining a height from 1500 to 2000 feet. The bed of the canon was underlaid with boulders and sharp volcanic rocks, which rendered their progress very slow and difficult. A creek meandered along the lied of the canon, which had to be crossed by wading up to the knees, at least one hundred times. No indications of the pre-

Indications of saltpetre were everywhere seen. The slopes and gorges on that side of the mountains were covered with timber, and elk and black tailed deer were ranging about in great numbers. Buffalo were plenty, as they were also on the Gray Bull, where they were seen in herds, and the camp was supplied with buffalo meat and fine brook trout. Arriving in the basin of the north fork, a band of Indians, supposed to be "Sheep-Eaters," renegades from the Crow and Snake tribes, were discovered, but they immediately fled on seeing the party. On returning to camp a general consultation was held.

The prospects for successful discoveries were voted gloomy. It was known that splendid indication of gold and silver existed in the vicinity of the north fork of Wind river, but as the locality was on the Shoshone reservation, it was impossible under the pledges given to the military

authorities to do anything in the way of mining. The same was true in regard to the

cious metals were discovered. They emerged from the mountains on the southwest side.

much-coveted Black-Horn region. It was thereupon resolved to break up and separate. The expedition then divided, 56 of the party left for Montana in addition to those already gone in that direction, while the remainder of the men, numbering 33, under Judge Kuykendall, returned to Cheyenne by nearly the same route which they went out in. By cut-off in returning, about 50 miles of travel were saved. Thus ended the Big-Horn expedition-"in a horn."

The Cycle of Earthquakes.

Severe earthquakes, almost if not quite simultaneous in their action, occurred last month on several parts of this continent and the opposite sides of the world in Japan. At Oaxaca, in Mexico, the first convalsion occurred at half-past eleven o'clock on the night of May 11, continuing on the following day, May 12; and in Japan at twenty minutes past three on the morning of May 13. Allowing for difference of longitude and time, these earthquake shocks were at most but a few hours apart, and in all probability ideatical in point of time. At Oaxaca, which is a substantially built town two hundred years old, heavy convent and palace walls and towers were shaken into rains, killing and maining many unfortunate people. The known deaths were one hundred and three.

The whole city was so badly shattered that an additional shock would have thrown it all down. But little as yet is known of the damage done in Japan, beyond the great terror of the people. Two hundred miles out from Yokohama to the southeast, the captain of the Benefactress observed a submarine volcano in violent eruption, and the volcano on the island of Niphon, in Japan, was in the same state. It will be remembered that on the 12th of May an earthquake shock was felt in Perrysville, Alabama, Charleston, South Carolina, and Shreveport, Louisiana. There were shocks in Arkansas on the 11th of May, and in the French West India Island of Guadaloupe on the 10th. But the simultaneous character of the violent convulsions on the 11th, 12th, and 13th of May, in Mexico and Japan, on the opposite sides of the globe, with nearly the whole of the carth's 8000 miles of diameter between them, leads to the belief that the same mighty internal throes produced them all, and shows that what we regard the vast solid bulk of the earth is but a fragile crust when assailed by he tremendous energies beneath its surface.

EARLY AMERICAN NEWSPAPERS.—The oldest newspaper in the United States is the New Hampshire Gazette, published at Portsmouth. It begen existence in August, 1756. The next is the Newport Mercury, in Rhode Island, which was started in September, 1758, by James Franklin, son of James Franklin, and nephew of Benjamin Franklin. The third in age is the Connecticut Courant, which first appeared in December, 1764. The Courant is now printed both as a weekly and a daily, and was never better than at present. It was established by Thomas Green. The fourth is the Spy; and these four are the only papers in the country which existed previous to the Revolution.

-There is a lady spiritualist residing at Ster-ling, Mass., who claims to be in such close communion with a deceased brother that she deciares he makes frequent visits to her during the day and converses with her for hours upon the leading topics. He died in Bombay twentyeight years ago.

	RAILR	OAD LINE	8.
CAMDEN	AND	ATLANTIC	RAILROAD
FIVE TRA On and afte leave VINE S Special Excur	HROUGI INS DAI r SATUF TREET rsion (wi	TE TO THE SE I IN 1% HOUI LY TO ATLAN (DAY, July 2, 1) FERRY as follonen engaged)	RS. NTIO CITY. 870, trains will ows:— 6:15 A. M
Freight (with Express (thro Atlantic Acco	Returnin	er car) (hours) on g leave Atiantic	4·15 P. M
Mail Freight (with Express (thro Atlantic Acco	passengugh in 13 mmodat OCAL T	er car). Y hours)	5-35 P. M 4-35 P. M 11-50 A. M 7-24 A. M
and 6 P. M.	Retn	15 A. M., 2 P. N nediate station rning, leave— a. M., 1 P. M., a nd 12-15, noon.	s, 10·15 A. M
Atco, at 6 25	A. M. a	nd 12:15, noon. SUNDAYS.	
The Union street (Continue treet, will call lon.	Transfel cental E	SUNDAYS, ry at	o. 828 Chesnu o. 116 Marte ok to dest as
sale of throug	reet and	red to take we	street for the
0 20		the Company wount exceeding	Agenta
en the Phila follows from Philadelphia:	deiphia Pennsyl	AND ERIB TIME TABL DAY, May 80, 1 and Eric Ra vania Railroad	diroad run a Depot, Wes
MAIL TRAD	N leaves	Philadelphia Williamsport at Erio es Philadelphia Williamspor	10:50 A. M
BALD FAGL	AIL leav	es Philacelphi Williamspores at Lock Hav Lleaves Williams	a - 7:50 A. M rt 6:00 P. M ven 7:20 P. M
8 4	75 m 5 5 mm	port	- 1.80 P. M

" arrives at Lock Haven . . 2.45 P. M BASTWARD, arrives at Philadelphia 6:20 A. M.

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

"Williamsport 8:15 A. M.

"arrives at Philadelphia 6:30 P. M.

ELMIRA MAIL leaves Williamsport - 9:45 A. M.

"arrives at Philadelphia 9:50 P. M.

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

"Harrisburg - 5:20 A. M.

"Arrives at Philadelphia 9:25 A. M.

BALD EAGLE MAIL leaves L. Haven 11:35 A. M.

"arr. Williamsport 12:50 P. M.

BALD EAGLE EX. leaves Lock Haven 9:35 P. M.

"arr. Williamsport 10:50 P. M.

Express Mail and Accommodation, east and west connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Oreck and Allegheny River Railroad.

WM. A. BALDWIN,

General Superintendent. WEST JERSEY RAILROADS. COMMENCING MONDAY, AUGUST 29, 1876. Leave Philadelphia, foot of Market street (upper ferry), at 8-60 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations. 9-60 A. M., Mail and Express for Cape May. 11-65 A. M., Woodbury Accommodation. 3-15 P. M., Accommodation for Cape May, Millville, 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 Saturdays only. 4 '00 P. M., Fast Express, for Cape May Saturdays only.
5 '45 P. M., Passenger for Swedesbero and Clayton, stopping at all stations on signal.
1 unday Mail Train leaves Philadelphia at 7'12
A. M.; recurning, leaves Oape May at 5'19 P. M.
Commutation tickets at reduced rates between Philadelphia and all stations.
Freight Train leaves Camden daily at 9'20 A. M.
stopping at all stations between Glassboro and tape May, and 12 o'clock noen for Swedesboro Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Wainut street.
Freight delivery at No. 228 S. Delaware avenue B 15

WM. J. SEWELL, Superintendent.

HAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the 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.

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 depot. Orders left

Wil	No. 901 Il receiv	e atter	ut st	ree	t, o	No	. 1	18	M	rk	et s	tre	
Day	oll Arman			200		A .		-	300		8.00	A	3
LB	oli Acco	mmod	atio	n, 10	A.	M. 1	k 1	2.9	0 8	nd:	.10	Р.	4
FR	st Line				V					.13	4.30	Р.	1
Er	e Expre	88 .				v 17		0		11	-00	A.	1
Ha	rrisbur	Z Acco	mme	da	tion	٠.	130	1441	٠.		2-30		
La	neaster	Accom	mod	ati	OB			•			1.10		
Pa	rkesbur	o Trair			V 84				*		.30		
	cinnati			٠.									
Tre-	a Mail	and Die	too a		*****					- 3	1-00	F.*	4
THE	e Mail	sho Fi	resor	arg	EXI	res	a :		- 1	. 10	.80	Ľ.	ä
W	ay Passe	nger			1			-00		11	.30	Р.	z
1	crie Mai	1 leave	B d	ally	. 03	cep	t	Su	nd	DY.	rui	nni	ü
OB	Saturdi	ay nigi	at to	w	IIIIa	ma	DOT	T O	ml	v.	On	SI	u
day	y night	passon	geri	wi	11 14	BRV	a P	hill	ad	olr	hin		Ē
0.0	1001 - 1	***********	Per B	200		10	-	I mar			34.50	and the same of	
nie	ht, run	nonly	OH		dala	1 20		****		-	20991	44.14	•
-	Man or I was a	AL TOU	OU E	wit.	1901	arg.			TAKE.	200	A	CAME	ú

Oincinnati Express leaves daily. All other trains daily except Sunday. The Western Accommodation Train runs daily, except Sunday. For this train tickets must be pro-cured and baggage delivered by 5 P. M. at No. 116 cured and bag Market street.

Market street.
Sunday Train No. 1 leaves Philadelphia at 8.49
A. M.; arrives at Paoli at 8.40 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

	Dhite dalubie at die D By
ì	Philadelphia at 6:10 P. M.
1	TRAINS ARRIVE AT DEPOT.
l	Cincinnati Express 3 10 A. M
١	Philadelphia Express 6:30 A. M
J	
ì	
	Paoli Accommodatin, was A. M. & 3'30 & 6'40 P. M
l	Parkesburg Train 9 00 A. M
ı	Fast Line and Buffalo Express 9:35 A. M
	The state of the s
1	Erie Express
	Lock Haven and Elmira Express . 9-40 P. M
	Harrisburg Accommodation 9.40 P. M
	For turther information apply to
	JOHN F. VANLEER, JR., Ticket Agent.
	No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE, 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,
428 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

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

At7-35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and inconnection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

the Great west,

8 25 A. M. (Accommodation) for Doylestown,

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesparre,
Pittaton, Scranton. Hackettstown, Schooley's
Mountain, and N. J. Central and Morris and Essex

Eathwards.

11 A. M. (Accommodation) for Fort Washington 1-15, 3-30, and 5-20 P. M., for Abington. 1-45 P. M. (Express) for Bethlehem, Easton, Al-

barre, Pitteton, and Hazieton.

230 P. M. (Accommodation) for Doylestown.
At 320 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4-15 P. M. (Mail) for Doylestown.
6-00 P. M. for Bethlehem, 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 Hethlel m at 8 55, and 10 35 A. M.; 2 15, 5 05, and 8 25 P. M. Doylestown at 8.25 A. M., 4.40 and 7.05 P. M. Lansdale at 7.86 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 9.39 A. M.
Philadelphia for Loylestown at 2.00 P. M.
Philadelphia for Fort Washington at 8.30 A. M. and 7 00 P. M. Loylestown for Philadelphia at 6 30 A. M. Bethlehem for Philadelphia at 4 00 P. M. Fort Washington for Philadelphia at 9 20 A. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvadia Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870.

ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 a. M.,
1, 2, 2%, 3%, 8%, 4, 4%, 505, 6%, 6, 6%, 7, 8, 9, 10-06, 11,
12 P. M. 12 P. M.
Leave Germantown 6, 6 55, 7½, 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 3½, 4, 4½, 6, 5½, 6, 0½, 7, 8, 9, 10, 11 P.M.
The 8 20 down train, and 2½, 3½, and 5½ up
trains, will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9½ A. M., 2, 4 08, 7, and
10½ P. M.

cave Germantown at 81/4 A. M., 1, 8, 6, and 93/4 P. M. CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 19, and 12 A. M., 2½, 8½
5½, 7, 9, and 11 P. M.

Leave Chesaut Hill 7-10, 8, 9-40, and 11-40 A. M.,
1-40, 3-40, 6-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9½ 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 6½ P. M.

Passengers taking the 6.55, 9 A. M., and 614 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station. FOR CONSHOHOUGEN AND NORRISTOWN.

Station.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%,
8, 4%, 6, 5%, 6%, 806, 10, and 11% P. M.
Leave Nerristown b/2, 625, 7, 7%, 806, and 11 A.
M., 1/2, 8, 4%, 6%, 8, and 9%, P. M.
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Norristown 7 A. M., 1, 6%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia 6, 7%, 9, and 1105 A. M., 1%,
2, 4%, 5, 5%, 806, 10, and 11% P. M.
Leave Manayunk 6, 656, 7%, 810, 920, and 11%
A. M., 2, 2%, 5, 6%, 806, 10, and 10 P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.
PLY MOUTH RAHLROAD.
Leave Philadelphia 5 P. M.
Leave Philadelphia by A. M., 1%, 6% and 9% P. M.
FLY MOUTH RAHLROAD.
Leave Philadelphia by A. M., 1%, 6% and 9% P. M.
FLY MOUTH RAHLROAD.
Leave Philadelphia by A. M., 1%, 6% and 9% P. M.
FLY MOUTH RAHLROAD.
Leave Flymouth 6% A. M.
The 7% A. M. train from Norristown will not stop at Mogee's. Potts Landing, Domino, or Schur's Lane. The 6 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 906 A. M. and 6% 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 8 P. M. trains from New York

onnections with the discrete connection 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.

W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.
TRAIL RAILROAD CO.
TRAINS FOR PHILADELPHIA leave
PORT DEPOSIT at 9-25 A. M. and 4-25 P. M., on arrival of trains from Baltimore.
OXFORD at 6-05 A. M., 10-35 A. M., and 5-30 P. M., CHADD'S FORD at 7-26 A. M., 13-00 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.

RAILROAD LINES.

R FADING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvanis, the Schuylkill, Susquehanna, Oumberland, and Wyoming Valleys, the North, Northwest, and the Capadas.

SPRING ARRANGEMENT

Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Cailowhill 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 e-36 P. M.: arrives in Philadelphia at 9:26 P.M. MORNING EXPRESS.

At 8:16 A. M. for Reading, Lebanon, Harrisbur Pottsville, Pinegrove, Tamaqua, Sunbury, Willamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carilsle, Chamoorsburg, Hagerstown, etc.

falo, Wilkesbarre, Pittston, York, Carlisle, Chamoersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with
East Fennsylvania Railroad trains for Allentown,
etc., and the 8:16 A. M. train connects with the
Lebanen Valley train for Harrisburg, etc.; at
PORT CLINTON with Catawissa Reilroad trains
for Williamoport, Lock Haven, Elmira; etc.; at
HARRISBURG with Northern Central, Cumberiand Valley, and Schuylkill and Susquehana trains
for Northumberland, Williamsport, York, Cham
bersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading
Pottsville, Harrisburg, etc.; connecting with Read
ing and Columbia Railroad trains for Columbia, etc
POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:26 A. M., stopping at in-

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.
REABING AND POTTSVILLE ACCOMMODA

Leave Pottsville at 5:40 A. M. and 4:20 P. M., and
Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A.

Returning, leaves Philadelphia at 5:15 P. M.; arrive

Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 7-55 P. M., and at Pottsville at

9:40 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.

Pottsville at 2.50 P. M., arriving at Philadelphia at 7.00 P. M.

Harrisburg Accommodation leaves Reading at 7.15 A. M. and Harrisburg at 4.10 P. M. Connecting at Reading with Afternoon Accommodation south at 6.25 P. M., arriving in Philadelphia at 9.25 P. M.

Market train, with a passeeger car attached, leaves Philadelphia at 12.30 noon, for Reading and all way stations; leaves Pottsville at 5.40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays ex-

All the above trains run daily, Sundays ex-Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3.15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4.26 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railreads.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-30, and 4-00 P. M. trains from Philadelphia. Returning from Downingtown at 6-20 A. M., 12-45, and 5-15 P. M. PERKIOMEN RAILROAD.

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 8:06 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.

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 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvanta and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

More, 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 7-28 A. M. and 10-40 A. M., arriving at New York 12-05 noon and 3-50 P. M. Sleeping cars accompany these trains through between Jersey City and 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 Pottsville at 6:30 and 11:30 A. M

Trains leave Pottsville at 6:30 and 11:30 A. M., and 4:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M., SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Trerant at 6:25 A. M. and 5:05 P. M.

TICKETS.

Through first-class tickets and emigrant 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 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. 237 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

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

MILEAGE TICKETS.—Good for 2000 miles, be-tween all points, at \$47.00 each, for families and SEASON TICKETS.—For one, two, three, six, pine, or twelve months, for holders only, to all points, at reduced rates. CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION 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 streets.

the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Fhiladelphia 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 7:16 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

points beyond.

BAGGAGE.—Dungan's Express will collect bagage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and OALLOW-HILL Streets.

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

FROM PHILADELPHIA.

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

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

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

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

4-15 P. M. for B. C. Junction stops at all stations.

4-15 P. M. for 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.

6-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

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

stations.
6 to P. M. for West Chester stops at all stations.
11 to P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5 to A. M. from B. C. Junction stops at all stations.
6 to A. M. from West Chester stops at all stations.
7 to 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. R.
S. 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,
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, 1870, stopping at all stations.
ON SUNDAYS,
108 A. M. for West Chester stops at all stations,
109 P. M. from West Chester stops at all stations.
109 P. M. for West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.
109 P. M. from West Chester stops at all stations.

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

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 Ofty.

VIA NEW JERSEY SOUTHERN RAILROAD.
At 7 A. M. and 8:30 P. M. for New York, Long Branch, and intermediate places.
At 6 P. M., for Amboy and intermediate stations. At 6 B. A. M., 2 and 3:30 P. M. for Freehold.
At 8 and 10 A. M., 12 M., 2, 8:30, and 6 P. M. for Trenton.

At 8 and 10 A. M., 12 M., 2, 8 30, 5, 6, 8, and 11:30 P. M. for Bordentown, 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 Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Eigh House. 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 Trentop and Bristol, and at 10:45 A. M. and 6 P. M. At 7:80 A. M., 2:30, and 5 P. M. for Morrisvil At 7 30 and 10 45 A. M., 2 30, 6, and 6 P. M. for Morrisvil and Tullytown.

At 7 30 and 10 45 A. M., 2 30, 6, and 6 P. M. ()
Schenck's. Eddington, Cornwells, Torresdale, an 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 46 A. M., 12 30, 2 30, 5 15, 6, and 7 30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford. Frankford.

FROM WEST PHILADELPHIA DEPOT. Via Connecting Railroad.

At 7 and 0.30 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.

The 9:36 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9:30 A. M., 6:46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES, BELVIDERE DELAWARE RAILROAD LINES, FROM ERNSINGTON DEPOT.

At 7-30 A. M. for Ningara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Mochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7-30 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, Ho. The 3-30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 6 P. M. for Lambertville and intermediate stations.

CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS. 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
Medford.

At 7 and 9 A. M., 1, 3 30, and 5 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 Hornerstown.

At 7 A. M., 1 and 3:30 P. M. for Gream Ridge, Imlaystown, Sharon, and Hightstown.

August 1, 1876. WM. H. GATZMER, Agent.

PHILABELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIMORE RAILROAD.—
TIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Wey 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 Seaford with Dorchester and Delaware Railroad, at Seaford with Eastern Shore Railroad, and at Sealisbury with Wicomico and Pocomoke Railroad.

road.

Express Train at 11'45 A. M. (Sundays excepted), fer Baitimore 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 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 11'80 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train.

take the 1145 A. M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-90 A. M., 2-30, 6-00, ant 7-00 P. M. The 5-00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

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 Fniladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 5.45 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 Central Railroad.

7-00 A. M. and 4-30 P. M. trains for Baltimore Cenral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mail; 9-09 A. M., Express; 2-35 P. M., Express; 7-26 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

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

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8-00 A. M.; returning, left West Grove at 3-55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823 Chesnut Street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Unien Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning

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

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

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 4-30 P. M. Ex-

press.

LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.
The NARRAGANSETTT 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.

Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style tensurpassed by any Hotel in America. Fare between Philadelphia and New York..... \$3.00 "Long Branch... 250 For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will

THE ASTOLOWS:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4:30 P. M.
FOR OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.
FOR CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and
7 P. M.

TP. 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 5:65 A. M., and leaving Port
Deposit at 9:25 A. M., connect at Chadd's Ford Junetion with WILMINGTON & BEADING R. R. 61

AUD FION BALES,

M. S. FOURTH STREET, NOS. 139 AND 141

Sale at No. 1808 Chesnut street. SUPERIOR FURNITURE.

September 14, at 16 o'clock, by catalogue, the superior rurniture, elegant rosewood plano, made by Schomacker & Co., fine English Brussels and other carpets, cooking utensils, etc. 912 2t

Sale at the Auction Rooms.

SUPERIOR HOUSEHOLD FURNITURE, FRENCH UPERIOR HOUSEHOLD FURNITURE, FRENCH PLATE MIRRORS, Wardrobes, Bookcases, Bide-boards, Extension Tables, Office Furniture, China, Glassware, Bedding, Piate-glass Show Case, Stoves, Fine Carpets, etc. On Thursday Morning, September 15, at 9 o'clock, about 150 lots superior Household Furniture, comprising a general assort-ment.

Also, Large Sail Boat, sail, spars, oars, etc. Also, Large Model Ship and glass case. [9 13 2t Also, Large Mahogany Bookcase, glass doors.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHES-NUT Street: rear entrance No. 1107 Sansom street. BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 282 and 284 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, [9 9 5t
September 15, at 10 o'clock, on 4 months' credit.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC., On Friday Morning,

Sept. 16, at 11 o'clock, on 4 months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. 9 10 5t

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS. On Monday Morning, [9 13 5t Sept. 19, at 10 o'clock, on four months' credit.

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

Our Regular Weekly Sales at the Auction Rooms
will hereafter be held

EVERY MONDAY.

Sale at No. 9116 Green street.
SUPERIOR WALNUT HOUSEHOLD FURNITURE, FINE BRUSSELS AND OTHER CARPETS, MATTRESSES AND BEDDING, CHINA AND GLASSWARE, ETC.

On Wednesday Morning,
September 14, at 10 o'clock, at No. 2116 Green street, above Twenty-first, by catalogue, the entire superior household furniture.

985t

EXTENSIVE SALES.
CHOICE COLLECTION OF
FINE MODERN OIL PAINTINGS
AT AUCTION,
In Thursday and Friday, September 15 and 16,
Morning at 10 and Evening at 7%,
At the Auction Rooms, No. 704 Chesnut street,
WE WILL SELL WITHOUT RESERVE,
A SELE-TION

ONE HUNDRED AND SEVENTY-FIVE FINE MODERN OIL PAINTINGS, All Elegantly Mounted IN RICH GOLD GILT FRAMES. The collection of paintings embraces specimens by well-known artists of Europe and America.

THE SUBJECTS are Landscapes, Marines, Cattle, Fruit, Game, Figures, Views from Nature, Scriptral Places, etc.

Figures, Views from Patents, tural Pieces, etc.
Will be on exhibition Tuesday and Wednesday, 9 S 7t day and evening.

TRADE SALE OF POCKET AND TABLE CUT-LERY, HEAVY AND SHELF HARDWARE, AND OTHER GOODS. AND OTHER GOODS.
On Thursday and Friday,
September 15 and 16, at 10 o'clock, at the Trade
Salesrooms, No. 704 Chesnut street, by catalogue,
an extensive assortment of hardware and cutiery,
including heavy and shelf hardware, fine grades of
table and pocket cutiery. Wade & Butcher cutiery,
ivory and other table cutiery, plated ware, tea trays,
shovels, tacks, Britannia ware, and other goods

Catalogues ready day previous to sale. 996t Sale on the Premises, No. 1918 Ceo.

snited to this trade

Sale on the Premises, No. 1215 Green street.

SUPERIOR MODERN RESIDENCE AND FURNITURE,
On Tucsday Morning,
September 20, at 10 o'clock, on the premises, will be sold that very superior and well-built three-story brick residence, with attics and three-story brick residence, with attics and three-story brick back buildings and lot of ground, 17 feet front and SI feet deep situate on the north side of Green street, west of Twelfth street, No. 1215. The residence is in excellent order, and has every modern improvement and convenience. Fall description in handbills now ready at the auction rooms.

SUPERIOR HOUSEHOLD SURNITURE, ELEGANT PIANO-FORTE, FINE CARPETS, ETC. Immediately after the sale of the residence, the superior household furniture, suit of walnut and bair-cloth parlor furniture, elegant rosewood plano-

bair-cloth parlor furniture, elegant rosewood piano-torte, made by Albrecht, Reikes & Schmidt; fine English Brussels and other carpets, china and glass-ware, sideboard, fine oil paintings and engravings, oil clotts, kitchen utensils, etc.

BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE,
No. 239 MARKET Street, corner of Bank street,
Cash advanced on consignments without extra
charge.

LARGE SALE.

1000 CASES, BOOTS, SHOKS, BALMORALS, RUB-BERS, HATS, CAPS, ETC. To be sold by Cata-On Thursday Morning, September 15, 1870, commencing at 10 o'clock, on two months' credit. 9 13 21

> FURS! FURS! FIRST LARGE TRADE SALE AMERICAN AND IMPORTED FURS, CARRIAGE SLEIGH ROBES, ETC.

On Friday Morning, September 16, 1870, Commencing at 10 o'clock. 9.3 11t ONCERT HALL AUCTION ROOMS, No. 1919
OHESNUT Street.
T. A. McCLELLAND, AUCTIONEER. Personal attention given to sales of household fur-

Personal attention given to sales of household niture 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 O S E P H P E N N E Y

No. 1307 CHESNUT STREET. IN ST. LOVIS, AUCTION HOUSE OF HARVEY & TYLER, Nos. 119, 121, and 123, corner FIFPH and PINE

Streets, ST. LOUIS, MISSOURI. We have a large and commodious Build erected by us expressly for the Auction and mission business.

St. Louis is known to be the most reliable and market in the West.

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.
G. A. BNO,
No. 732 CHESNUT Street, Philadelphia,
S 12fmw2m
General Agent. IN LOUISVILLE, KY

GEORGE W. ANDERSON.

THOMAS ANDERSON & CO.

(Established 1820).

AUCTIONEERS AND COMMISSION MERCHANTE;
IOUISVILLE, KY.
Business strictly Commission. All auction sales exale.

Sively for cash.

Consignments solicited for auction or private sales.
Regular auction sales of boots, shoes, and bate gvery
Thursday.

Regular auction sales of dry goods, clothing, carpets
notions, etc., every Wednesday and Thursday. [3 19 5m]

R A D Y R O O F I N G.—

This Roofing is adapted to all buildings. It can be spelled 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.

No. 711 N. NINTH St., above Coates. TOHN FARNUM & CO., COMMISSION MER-