THE CRITTENDEN HOMICIDE.

THE TRIAL OF LAURA D. PAIN FOR THE MURDER OF A, P. CRITTENDEN -- A JURY EMPANELLED --CASE OPENED.

SAN FRANCISCO, March 28. - The most exciting criminal case ever tried before our Courts is that of Laura D. Fair, for the assassination of A. P. Crittenden, which has now been commenced in the Fifteenth District Court, in this city, Hon, Judge Dwinelle presiding. The case was called yesterday, and after much trouble a jury was finally empanelled, which consists of the following persons:-Henry M. Beach, wine merchant; D. Litchfield, butcher; Hiram Rosekrans, hardware merchant: D. C. Littlefield, market superintendent; B. F. Sterett, printer; J. W. Shaeffer, wine merchant; Herman Wenzel, jeweller; John E. Freeman, bookkeeper; Asa R. Wells, contractor; Ernest Mayrisch, wine and liquor merchant; George Morrow, hay and grain dealer: Thomas Horobin, wood and coal dealer.

RISTORY OF LAURA D. PAIR. Mrs. Fair is about thirty-five years of age. She was the wife of W. D. Fair, a lawyer of Siskiyou, and married him at Yreka about fifteen years ago. In 1860 he came to this city, and committed suicide by blowing his brains out while at Dr. Murphy's office. Mrs. Fair a few years afterwards made her debut on the stage at Sacramento, and subsequently appeared in this city and several other places on the coast. During the Washoe mining excitement she went to Virginia City, where she kept a boarding house or hotel, There her partner undertook to run the national flag up over the hotel. She threatened to shoot him, and did wound him. She was tried for the offense and Mr. Crittenden was her counsel for defense. The jury, without leaving their seats, acquitted her. She afterwards came to this city, where she married a man named Snyder, from whom she was soon divorced. Here, as well as in the State of Nevada, she was on very intimate terms with Mr. Crittenden. The relations between them were not private. They were frequently seen together in public, and sometimes her child, the little girl who sits by her in court, was with them. For several years the intimacy continued: but he at last seemed determined to break it off. The marriage with Snyder was a temporary interruption, but the intimacy was renewed after the divorce. He was advised to repel her at once and forever, but did not do so, alleging that he feared uppleasant disclosures, and that she would kill herself in the event of his doing threatened to commit suicide if he left her. The approach of his family from the East brought matters to a crisis, and even on the night before their arrival and the last fatal meeting, they were in each other's company. He is said to have talked seriously with her, and she threatening to kill herself if he forsook her and he imploring her not to make such an attempt.

ANTECEDENTS OF MR. CRITTENDEN. Mr. Critenden, at the time of his death, was about fifty-eight years of age. He was a nophew of the late John J. Crittenden, United States Senator from Kentucky. While Andrew Jackson was President he received an appointment in the West Point military school, and graduated in the same class with Beauregard and Sherman in 1835. Soon after the discovery of gold in California he came here, and made this city his place of residence. He was a very able lawyer, and ranked high in the profession in the State.

THE TRIAL-THE OPENING STATEMENT. District Attorney Byrne made the opening statement to the jury, and said: -The defendant at the bar, Laura D. Fair, is charged with the commission of the wilful crime of the murder of Alexander P. Crittenden, alleged to have been committed on board the steamboat El Capitan, on the 3d day of November last; that she shot Mr. Crittenden, from the effects of which wound he died some thirty-five or forty hours afterwards. They would be enabled to show that three or four days prior to the shooting the prisoner went to a gun shop to procure a pistol that she could use with ease, and that she did use it successfully on the 3d of November. On the day previous to the shooting she procured the services of a backman to take her from her residence to the boat. The deceased went to Oakland to meet his wife on her return from the East. A few minutes after the departure of the boat from the Oakland wharf the defendant approached Mr. Crittenden and fired a pistol at him; he was a passenger on the boat, and she took passage for the purpose of accomplishing what she did so successfully.

TENTIMONY FOR THE PROSECUTION. The examination of witnesses was then commenced. The first called was

WILLIAM H. KENTZEL, who was examined by Mr. Campbell, and on being sworn testified:-I am Captain of the Harbor Police; I knew A. P. Crittenden, the deceased: did not know the defendant before the evening of the shooting; on the 30th of November I went on board the El Capitan at a quarter past 5 o'clock, and went over to Oakland wharf; just as she was leaving the slip I heard a pistol fired; I went around on the starboard side and met Mrs. Fair; I don't suppose there were over a half dozen persons on deck; Mrs. Fair was standing on the saloondeck, by the after-cabin door; I next met Mrs. Crittenden's daughter; I saw Mr. Crittenden's wife trying to hold him up; after the doctors came I kept the crowd back; I don't know where Mrs. Fair was at that time; when I first saw her I should think she was fifteen feet from Mr. Crittenden: she was standing perfectly still; I asked her who fired that shot; she made no answer; after the captain of the boat handed me the pistol, Parker Crittenden said something to me, upon which I went with him in search of Mrs. Fair; we walked around the deck; after we got halfway round we went in the cabin, when Parker Crittenden pointed Mrs. Fair out to me, and said, "This is the woman who mur-dered my father;" I asked her if she was the one, and she said, "Yes, I don't deny it;" I took held of her and took her out of the cabin: I took her on the afterpart of the boat and kept her out of the way; when I got her over on this side I took her in a back to the City Prison; she said she felt very bad and wanted a doctor; she said she had been in the babit of getting drops from him for ber spells: she was very much excited; she was dressed in a waterproof dress, a kind of travelling dress; she had on a brown veil; it was tied over and around her head; I think she had a bood on her dress; she did not try to hide her face at all; I told her to pull her veil over her face; I got the pistol from Captain Bushnell, of the boat; it was a Colt's four-shooter, with one charge emptied; think there were three charges in it; would not be positive; would not swear that the pistol handed me is the one I received then; this has four charges in it; do not know know Dr. Lyford; heard his name in the City Prison; can't any positive whether Mr. Fair used his name.

She spoke of herself and daughter; I under-

could not say what she said when speaking at random; she was talking all the time; once she asked me if she could not go and see him; don't recollect anything else; she told me she was going to have one of her spells five or ten minutes after I arrested her; she did not tell me what kind of drops she wanted to get; in coming up from the boat in the carriage don't recollect of her saying anything about the shooting.

PARKER CHITTENDEN was next placed on the stand, and testified: -Am a son of the late A. P. Crittenden; was on the boat at the time of the shooting; I was not present when he was shot; I was down stairs attending to my mother's baggage; as I was going up stairs some one told me a man had been shot by a woman; went up stairs to see about it and soon heard father was shot; I went to him, and then told Captain Kentzel who it was; we first went to the ladies' totlet room; I went into the cabin; saw the defendant sitting there and accused her of murdering my father; said to Captain Kentzel, "This is the woman I accuse of murdering my father, arrest her;" she said, "Yes, I did; don't deny it, and I meant to kill him: be ruined both myself and child;" Captain Kentzel took her in charge, and I then went to my father; kept going to and fro to see if the woman was safe in the hands of the police; found father insensible and breathing heavily; did not see the wound then; mother, brothers, and sister and Mrs. Fite were with father at the time; my mother and sister arrived from the East; my brother and myself met them at San Antonio, and father met them at the wharf; saw Mrs. Fair several times on the boat; she seemed composed for a person who had committed such an act; heard nothing she said; I was excited myseif: father was carried from the boat by seven or eight men and placed on a wagon and driven to the house; Drs. Sawyer and Toland attended him at the house; father died at 6 o'clock on the evening of November 5; he was shot on the 3d of November; he lived about forty-eight hours after being shot. Cross-examined by Mr. Cook-My age is

twenty-two; have never given my testimony before this; was subporned at the coroner's inquest, but was not examined; my mother and sisters were examined at the inquest; Captain Kentzel was also examined; heard none of the witnesses testify; did not hear the pistol shot; I went directly up stairs after I beard some one was shot; I had been with my father in the neighborhood of five minutes before I started to look for the woman: did not start in pursuit with Captain Kentzel; I made inquiries as to the appearance and was told it was a woman; made no inquiries in regard to the dress; I met the captain just as I was going around the bow; the shooting occorred back of the wheel; the captain wastalking to several parties; he was not at that time keeping the crowd back; may have seen him before trying to keep the crowd back; when I first met the captain believe I told him I knew who committed the deed, and that I would know her if I could see her; we first went down stairs to the ladies' toilet to look for the woman; I then started for my father with the captain; was tapped on the shoulder by some one and then went into the cabin; don't know whether I had went all the way around the cabin or only down one side when I saw her; found her on the right hand side of the cabin midship, going from the bow; she was sitting on the side; think there were several parties sitting near her; am not positive; don't know positively whether any man or woman was sitting near her; my impression is they were: she was sitting down as I approached her; believe she rose as I spoke to her; she had a veil thrown back from her face, as if it had been done hurriedly; her head was beat very slightly, inclined forward; did not recognize her when I first saw her; I looked at her a second time, and recognized her before I spoke; I had known her previously; had spoken to her, but not on the street; am positive I never was in her own room; I may have seen her in a house in which a friend of mine lived; only spoke to ber once; never was introduced to her; don't recollect the precise words I addressed to her on the boat; they were, as near as I can remember,

"I ACCUSE THIS WOMAN OF THE MURDER OF MY FATHER, ABBEST HER;" she was sitting then; don't know that I said to the officer, "This is Mrs. Fair;" may have done so, but I don't remember; knew it was Mrs. Fair at the time I made the accusation; she replied immediately, "Yes, I shot him, I meant to kill him, he ruined both me and my child;" those are the words, as near as I can remember; only remember the import of the words; when she answered me she spoke in a good tone of voice, and so that several persons could hear her; think I spoke louder; I was excited; there was more or less noise about there at the time; she was then led away by Captain Kentzel; she got up from her seat either as she made the remark or afterwards; I followed slong to see that Captain Kentzel had her safe, until he got to the pilot-house; then I went to where my father was; I was between father and Kentzel all the time; they were fifteen or twenty paces apart when I addressed her on the boat; that was the first time I kad seen her to recognize her; went to the ladies' toilet room because I heard some one remark that the woman had gone down there.

Re-direct-Spoke to her once at the steps of my own house. Mr. Campbell asked the witness when the conversation took place and what it was about?

Mr. Cook objected to it as being irrelevant, inadmissible, and incompetent. Objection overruled and excepted to.

MEETING OF MR. CRITTENDEN AND MRS. PAIR. Witness resumed-It was about fifteen or eighteen months ago; my brother and I were aroused in the middle of the night by mother; went down stairs and saw Mrs. Fair; it was between 11 and 1 o'clock; she said she wanted to see my father, and was bound to see him; father was at home at the time; he sent down a message, which was told to her, that be flatly refused to see her; one of us said we would put her off the steps if she did not go: she refused to go; Howard told me to go and get a policeman; I went for a policeman; brother told me in her presence that father had seen her; she said if I went for a policeman she would cause trouble, if we tried to have her taken away by force, and that it would be the worst for us and father; when I came back with the policeman it was all settled, and I told the policeman so; she was still there; I then escorted her home; that was the only time I spoke to her.

NOT TO SEPARATE. At the hour of 5 o'clock P. M., the usual hour for adjournment, his Honor rose to ad-dress the jury, stating to them that he had concluded to keep them together until a verdict had been rendered. It was for the reputation of the Court, its officers, and the jury, to prevent scandal. Instructions would be given to afford them all facilities and accommodations. They were admonished not to speak among themselves about the case or stood her to say "he ruined me and my make up their minds until the case was finally daughter," but she mentioned no person; submitted to them.

HAILROAD LINES.

DHILADELPHIA AND READING RAILROAD. Depot-THIRTEENTH and CALLOWHILL, Streets.
Until further notice trains will Leave and Acrive as follows:-

Reading and Allentown Way

TRAINS LEAVE.

Harrisburg and Pottsville Express 8 20 a. m.
Philadelphia and Pottsville W. Tr'n 12 30 p. m.
Harrishurg and Pottaville Express 3:30 o. m.
Pottstown Accommodation 4:30 p. m.
Reading and Pottsville Accommodation . 5'15 p. m. ON SUNDAYS.
To Reading 8:00 a m.
To Pottaville
TRAINS ARRIVE,
Pottstown Accommodation 8:45 a. m.
Reading and Pottsville Accommodation 10-20 a. m.
Harrisburg and Pottsville Express 1 00 p. m.
Philadelphia and Pottaville W. Tr'n 4 30 p. m.
Harrisburg and Pottsville Express 6'15 p. m.
Harrisburg, Pottsville, and Allentown Ac-
commodation
From Pottaville,
From Reading
The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Rairoads.

the Perkiomen and Colectrockdale Railroads.
For Downingtown and points on Chester Valley
Railroad take 7:50 a.m., 12:30 and 4:30 p.m.
For Schwenkaville and points on Perkiomen Railroad take 7:30 a.m., 12:30 and 4:30 p.m.
For Mt. Pleasant and points on Colebrookdale
Railroad take 7:50 a.m. and 4:30 p.m.
New York Express for Pittsburg and West.
Trailroad take 7:50 a.m.

Trains leave New York at 9 a.m. and 5 p. m., passing Reading at 155 and 1995 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincianati, Patsburg, Baltimore, Williamsport, etc. Sieeping cars accompany these trains through be-tween Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at 3 10 and

Additional train leaves New York for Harrisburg For particulars see Guide Books, which can be obta ned at No. SII chesnut street, and at all stations, without charge. Season, School, Mileage, and Commutation Tickets

at reduced rates, to be had of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or E. Wooten, Assistant Superintendent, Reading. STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the depot. Baggage collected and delivered by Dungan's

Baggage Express. Orders left at Depot or at No. No. 215 S. Fourth street. GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green.
ON AND APIER APRIL 3.
TO GERMANTOWN-6, 7, 715, 735, 830, 995, 10, 11 a.m.; 12, noon; 1, 2, 230, 315, 545, 405, 430, 505, 510, 545, 6, 630, 7, 8, 815, 9, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 11, 11 40, 12 30, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15, 10 15 BUNDAY-745, 905 a.m.; 1245, noon; 215, 405. 540, 645, 7, and 11°05 p.m. FROM GERMANTOWN—6, 625, 650, 725, 805, 810, 845, 9, 925, 10, 11°05, 11°55 a.m.; 1, 155, 3, 330, 355, 445, 5, 530, 6, 610, 640, 710, 8, 9°05, 10, 10°30, 11 25 p. m. SUNDAY—810, 9 05 a. m. ; 1 05, 2 35, 3, 5 55, 6, 9 50, and 10 20 p. m.
The 8 05 and 9 25 a. m. down trains, and 2 30, 3 45, 5 65, and 5 45 up trains, will not stop on the German-

town Branch, Passengers taking the 625 a. m. and 610 p. m. trains from Germantown will make close connections with the trains for New York at intersection

TO OHESNUT HILL—6, 7, 7 35, 9 05, 10, 12 a. m., 230, 345, 5 05, 5 45, 7, 5, 9, 11, 11 40 p. m.
SUADAY—7 45, 9 05 a. m., 12 45 noon, 2 15, 5 40, 45, 7 p. m. FROM CHESNUT HI' L=640, 740, 759, 830, 940, 650, 1146 a. m., 140, 840, 545, 625, 635, 850, 1645, Sunday-7 50, 8:45 a. m., 12:45, noon, 2:15, 5:40, 9:30,

TO CONSHOHOCKEN AND NORRISTOWN--05, 7-30, 9, and 11-05 a.m., 12-05, m., 1-20, 3, 1, 4-40, 5, 50, 6-15, 8-05, 10-20, and 11-45 p.m. Sunday - 7-30, 9 a.m., 1-30, 3, 7-15, and 9-30 p.m. Sunday - 1 39, 9 a. m., 1 39, 3, 4 15, and 9 39 p. m.
FROM NORRISTOWN - 5 39, 6 39, 7, 7 40, 8, 9, 11
a. m., 1, 2 39, 3 39, 4 39, 5 95, 6 15, 8, 19 p. m.
Sunday - 7, 9 a. m., 1 10, 5, 7, 9 30 p. m.
TO MANAY UNK - 6 95, 7 30, 9, 10 95, 11 95 a. m.
12 95 noon, 12 45, 1 39, 3, 4, 4 40, 5, 5 39, 6 15, 7 95, 8 95,

65, 10-20, 11-45 p. m. Sunday—7-30, 8, 9, 10 a. m., 12-40 noon, 1-30, 2-10, 3, 4 45, 7 15, 9 20 p. m. FROM MANAYUNK —6, 6:58, 7 24, 8:05, 8 21, 9:20, 10:45, 11:30 a. m., 1 58, 2 15, 3, 3 58, 5, 5 35, 6:45, 7:45, 30, 945, 1930 p.m. Sunday—7-30, 9, 9-30, 10-50 a.m., 1 30, 1-45, 3-10, 5-30,

PLYMOUTH BRANCH,-Leave Philadelphia at 30, 11 65 a, m. and 5 p. m. Leave Oreland as 6 15, oa. m., and 3:30 p. m. Sunday-Leave Philadelphia at 9 a. m. and 7:15

Bunday-Leave Oreland at 6:50 a m, and 4:36 p, m, The 740 a m. train from Norristown does not stop at Magoe's, Pott's Landing, Domino or Bohas' The S a. m. train from Norristown stops at Con-

The Sa, m. train from Norristown stops at Con-shohocken and Manayunk only.

The 4s, m. train up from Philadelphia is the only train that stops at Domino Lane.

Chester Valley Railroad—Leave Philadelphia at 440 p.m. Leave Downingtown at 640 a.m. Phoenixville Train—Leaves Philadelphia at 130 p. m. Leaves Phoenixville at 430 P. M. Passengers taking the 7-15 and 7-25 and 6-30 p. m. trains from Ninth and Green streets will make close connection with trains for New York at Inter-

The 8 20 a m , 12 30 and 5 p. m. trains from New York stop at Intersection.

G. A. NICOLLS,

General Superintendent. NORTH PENNSYLVANIA KAILKOAD—
THE SHORT MIDDLE ROUTE TO THE
LEHIGH AND WYOMING VALLEYS, NORTHEEN PENNSYLVANIA, SOUTHERN AND IN
TERIOR NEW YORK, BUFFALO, CORRY,
ROCHESTER, THE GREAT LAKES, AND THE
DOMINION OF CANADA.
WINTER ARRANGEMENT.
Takes effect December 19, 1879.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:-- 1.00 A. M. (Accommodation) for Fort Washing-

At 1'85 A.M. (Express), for Bethlehem, Easton, Al-At 736 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hasleton, Fitteton, Towanda, Waverley, Elmira, and Inconnection with the ERIE BAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 26 A. M. (Accommodation) for Doylestown.
8 46 A. M. (Express) for Hethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy
City, Wilkesparre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and

town, Schooley's Mountain, and M. J. Central and Morris and Essex Railroads.

12 A. M. (Accommodation) for Fort Washington 12 and 5-20 and 8 15 P. M., for Abington, 12 45 P. M. (Express) for Bethielem, Easton, Al-lentown, Mauch Chunk, Mahanoy City, Wilkes-barre, Pittston, and Harleton.

280 P. M. (Accommodation) for Doylestown, At 2-20 P. M. (Bethiehem Accommodation) for Bethiehem, Easton, Allentown, and Coplay, 4-15 P. M. (Mail) for Doylestown.

4-16 P. M. (Mail) for Doylostown.
5-00 P. M. for Bothlehem, Easton, Allentown.
and Mauch Chunk.
6-20 P. M. (Accommodation) for Language.

11 80 P. M. (Accommodation) for Fort Washing-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 56, and 19 85 A. M.; 9 16, 5 05, and

Doylestown at 8-25 A. M., 4-40 and 6-35 P. M., Lansdale at 7-20 A. M., Fort Washington at 9-20 and 11-20 A. M., 8-10 P.M., Abington at 2-35, 6-35, and 9-35 P. M., ON SUNDAYS. Philadelphia for Bethlahem at 9-30 A. M., Philadelphia for Bethlahem at 9-30 P. M., University of Philadelphia at 2-00 P. M., Doylestown for Philadelphia at 7 A. M. Bethiehem for Philadelphia at 4 00 P. M.

Tickets sold and baggage checked through to principal points at fdann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Dec. 19, 1870. ELLAS OLARK, Agent. WEST CHESTER AND PHILADELPHIA RAIL-

W RET CHESTER AND PHILADELPHIA RAILNAD COMPANY.
ON AND AFTER MONDAY, October 17, 1570,
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 745 and 11-30 A. M., 2-30,
6-15, and 11-30 P. M. Stops at all stations.
For West Chester at 4-40 P. M. This train stops
only at stations between Media and West Chester
(Greenwood excepted).
For B. C. Junction at 4-10 P. M. Stops at all stations.

FOR PHILADELPHIA FOR PHILADELPHIA
From West Chester at 6:30 and 10:45 A. M., 1:55,
4:55, and 6:55 P. M. Stops at all stations.
From West Chester at 7:55 A. M. This train stops
only at stations between West Chester and Media
(Greenwood excepted).
From B. C. Junction at 8:40 A. M. Stops at all
stations. on Sunday - Leave Philadelphia at 8 % A. M. and 2 P. M. Leave West Chester at 7 % A. M. and 4 P. M. W. C. WHEELER, Superintendent. W. C. WHEELER, Superintendent,

RAILROAD LINES.

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

At 7 A. M., Mail and Accommodation, via Cam-den and Amboy, and at pao P. M., Accommoda-tion, via Camden and Jersey City. At 2 and 6 P. M., for Amboy and intermediate sta-At 7 A. M. and 8-30 P. M. for Freehold and Par-At 7 and 10 A. M., 12 M., 2, 8-90, and \$ P. M. for

At 7 and 10 A. M., 12 M., 2, 8-30, 5, 6, 7, and 11-20 P. M. for Bordentown, Florence, Burlingson' Edgewater. Beverly, Delanco, Riverside, Hiverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11-20 P. M. for Fish House.

The 11-20 P. M. line leaves from Market Street Ferry (upper side).

PHOM WEST PHILADELPHIA DEFOT,
At 1.36 and 9.46 A. M., 1.20, 3.10, 5.80, 6.46 and 12
P. M., New York Express Lines, and at 11.36 P. M.,
Line, via Jercey City.
At 7.36 and 9.46 A. M., 1.20, 3.10, 5.20, 5.46, and 12 P. M. for Trenton. At 9:48 A. M. 1:20, 6:48 and 18 P. M. for Bristol.
At 12 P. M. (night) for Morrisville, Tallytown,
Schenck's, Eddington, Cornwells, Torresdate,
Holmesburg Junction, Tacony, Wiesinoming,
Bridesburg, and Frankford.

Sunday Lines leave at 9 46 A. M., 6 45 P. M., and At 7-30 A. M., 2-30, 3-30, and 5 P. M. for Trenton and Bristol, and at 9-39 A. M. and 5 P. M. for

At 7:30 A. M., 2:30, and 6 P. M. for Morrisville and Tullytown.

At 780 and 930 A. M., 230, a, and e P. M. for Schenck's. Eddington, Cornwells, Torresdate, and Holmesburg Junction. At 7 A. M., 12:30, 6:18, and 7:30 P. M., for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 9-30 A. M., 12-30, 2-30, 6-15, e, and 7-36
P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD. At 7 80 A. M. for Niagara Falls, Buffalo, kirk, Eimira, Rochester, Syrscuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 730 A. M. and 3:36 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. At 5 P. M. for Lambertville and intermediate

FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSHY SOUTHERN BAILROAD At 11 A. M. for New York, Long Branch, and

Intermediate places.
VIA CAMBER AND SUBLINGTON COUNTY RAILROAD. At 6.45 and 11 A. M., 1, 2.30, 3.30, 5, and 6.36 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6.45 A. M., 2.30 and 6.30 P. M. for Lumberton

At 6 46 and 11 A.M., 8 30, 8, and 5 30 P.M. for Smith-ville, Ewansville, Vincentown, Birminguam, and Pemberton. At 6 45 A. M., 1 and 8 80 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Oream Ridge, Imlaystown, Sharon, and

Dec. 12, 1870. WM. H. GATZMER. Agent. DENNSYLVANIA CENTRAL RAILROAD.

AFTER & P. M., SUNDAY, MARCH 25 1870. The trains of the Pennsylvania Central Religoed leave the Depot, 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

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

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

TRAINS LEAVE DEPOT. Pittsburg Express 12-11 A. M. Mail Train
Lock Hayen and Elmira Express . 940 A. M.
Paol. Accommodation, 10:10 A.M. & 1:10 and 7:10 P. M. Fast Line Eric Express Erie Mail and Buffalo Express 10 00 P. M. 10 00 P. M. 11 10 P. M. Pacific Express
Way Passenger Train

Erie Mail leaves daily, running on Saturday night to Williamsport only.
Cincinnati Express, Pacific Express, and Ede
Mail and Buffalo Express to ve delly.
All other trains daily except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procurod and baggage delivered by & P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Pacil at 946 A. M. Sunday Train No. 2 leaves Philadelphia at 648 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 5:00 P. M.; arrives at Philadelphia at 6:20.

TRAINS ARRIVE LT DEFOT.

Cincinnati Express 519 A.

Philadelphia Express 700 A.

Eric Mail 700 A.

Paoli Accommodatin, 8-20 A. M. & 3-53 & 0-40 P. Parkesburg Train Fast Line and Buffalo Express . .

Lancaster Train . . 5-40 P. M. Erie Express Lock Haven and Elmira Express Harrisburg Accommodation 9.40 P. M Francis Funk, Taket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot

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

A. J. CASSATT,
General Superintendent. Altoons, Pa.

PHILADELPHIA AND ERIE RAILROAD.—
The trains on the Philadelphia and Rrie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:-

WESTWARD,

MAIL TRAIN leaves Philadelphia. 940 P. M.
Williamsport. 725 A. M.
arrives at Erie. 740 P. M.
ERIE EXPRESS leaves Philadelphia. 1220 A. M.
Williamsport. 850 P. M.
arrives at Erie. 740 A. M.
ELMIRA MAIL leaves Philadelphia. 930 A. M.
Williamsport. 626 P. M. ELMIRA MAIL leaves Philadelphia....
Williamsport.... arrives at Lock Haven . 7 50 P. M. MAIL TRAIN leaves Erie. 900 A. M.
Willamsport 1005 P. M.
arrives at Philadelpnia 650 A. M. EASTWARD, ERIE EXPRESS leaves Erie. 909 P. M.

"Williamsport 5-25 A. M.

"Arrives at Philadelphia, 5-30 P. M.

ELMIRA MAIL leaves Lock Haven 9-15 A. M.

Williamsport 9-25 A. M.

"Williamsport 9-25 A. M.

"Williamsport 12-35 A. M.

BUFFALO EXP. leaves Williamsport 12-35 A. M.

"Sunbury 230 A. M.

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

WM. A. BALDWIN, General Superintendent.

HE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.—CHANGE OF HOURS, On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., 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 Oxford Wednesdays and Saturdays only at

For Oxford Wednesdays and Saturdays only at 250 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 420 P. M., and 7 P. M. Wednesdays and Saturdays only 230 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M. and 430 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9-25 A. M. and 420 P. M., on arrival of trains from Baltimore.

Oxford at 5-35 A. M., 10-35 A. M. and 5-35 P. M. Sundays at 5-35 P. M. only.
Chada's Fordat 7-25 A. M., 11-58 A. M., 3-25 P. M., and 6-49 P. M. Sundays 6-49 P. M. only.
Passengers are allowed to take wearing appared only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
General Superintendent.

RAILROAD LINES. PHIABELPHIA, WILMINGTON, AND BAL-

OMMENCING MONDAY, NOVEMBER 21, 1878.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8-20 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 Forehester and Delaware Railroad, at Seaford with Forehester and Delaware Railroad, at Seaford with Wiscomico and Pocomoke Railroad.

road,

Express Train at 11'68 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wilmington, Perryville, and Hagre-de-Grace. Connects at Wilmingto I with brain for New Castle.

Express Train at 4 P. M. Expdays excepted), for Baitimore and Washington, stopping at Chester, Thurlow, Linwood, Glayment, Wilmington, Newpert, Stanton, Newark, Elston, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's and Stemmer's Run. and Stemmer's Run.

Night Express at 11:26 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Clayment, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11-45 A. M. train. WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11-00 A. M., 2-23, 5-96, and 17-50 P. M. The 5-90 P. M. train connects with Delaware Railroad for Milford and intermediate

Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7-15 P. Mr. The 8-16 A. Mr. train will not stop between Chester and Fhiladelphia. The 7-15 P. Mr. train from Wilmington runs Daily; all other ac-sommodation trains Sundays excepted.

Trains leaving Wilmington at 645 A. M. and 406 P. M. will connect at Lamokia Junction with the 100 A. M. and 420 P. M. trains for Baltimore Conral Ratiroad. ral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mali; 9-25 A. M., Express; 2-25 P. M., Express; 7-25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Mag-iolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Eikton, Newark, Stanton, Newport, Wilmington, Glaymont, Lin-

wood, and Chester.
Through tickets to all points West, South, and Through tickets to all points west, South, and Southwest may be procured at ticket office, No. 328 Obesnut street, under Continental hotel, where also State Rooms and Berths in Steeping Cars can be secured during the day. Parsons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

WEST JERSEY RAILROADS, FALL AND WINTER ARRANGEMENAL COMMENCING MONDAY, SEPTEMBRE '9, 1876. Trains will leave Philadelphia as follows :-- From

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry), s-15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vinciano, Millville, and way stations. 11 45 A. M., Woodbury Accommodation.
3 15 P. M., Passenger for Cape May, Millville, and way stations below Glaseboro.
3-20 P. M., Passenger for Bridgeton, Salem,

Swedschore, and way stations. 5-30 P. M., Accommodation for Woodbury, Glassore, Clayton, Swedesbore, and intermediate sta-

Freight Train leaves Camden daily, at 12 M.
WH:LIAM J SEWELL, Superintendent

PLUMBING, GAS FITTING, ETO. PANCOAST& MAULE, THIRD and PEAR Streets, Plain and Galvanized

Wrought and Cast Iron Pipes For Gas, Steam and Water. FITTINGS, BRASS WORK, TOOLS, BOILER TUBES.

Pipe of all Sizes Cut and Vitted to Order

CARD.

Having sold HENRY B. PANCOAST and FRAN-CIS L. MAULE (gentlemen in our employ for sove ral years past) the Stock, Goodwill and Fixtures of our RETAIL ESTABLISHMENT, located at the corner of THIRD and PEAR Streets, in this city. that branch of our business, together with that of HEAT.NG and VENTILATING PUBLIC and PRI VATE BUILDINGS, both by STEAM and HOT WATER, in all its various systems, will be earried on under the firm name of PANCOASEA MAGLE. 91 the old stand, and we recommend them to the trade and business public as being entirely compe-tent to perform all work of that character M. Hills, TASKER & CO. Philadelphia, Jan. 22, 1870.

LUMBER SPRUCE JOIST. 1874 HEMLOCK. SEASONED CLEAR PINE. 187 CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.

PLORIDA FLOORING, PLORIDA FLOORING, CAROLINA FLOORING, VIRGINIA FLOORING, DELAWARE FLOORING 1871 ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1871 WALNUT BOARDS AND PLANE. 1871 WALNUT BOARDS, AND PLANE. 1871 WALNUT BOARDS, WALNUT PLANE. 1871 UNDERTAKERS LUMBER 1871 RED CEDAR, WALNUT AND PINE.

SEASONED POPLAR. SEASONED CHERRY. 1871 WHITE OAK PLANK AND BOARDS, HICKORY. CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS,

FOR SALE LOW, CAROLINA BCANTLING. CAROLINA H. T. SILLS, NORWAY SCANTLING. 1871 CEDAR SHINGLES.
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
No. 2600 SOUTH Street.

OMMON PLANE, ALL THICKNESSES.
COMMON PLANE, ALL THICKNESSES.
1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOGRINGS, IN and AN SPRUCE JOIST, ALL SIZES.

BEMLOCK JOIST, ALL SIZES.

PLASTERING LATH A SPECIALTY,

Together with a general assortment of Building

umber for sale low for cash. T. W. SMALTZ,

11 80 cm No. 1715 E1DGB Avenue, north of Poplar St Corn Exchange Bag Manufactory. JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sta HOPE AND TWINE, BAGE and BAGGING, for Grain, Piour, Salt, Super-Phosphate of Lime, Bond Dust, Etc.

Large and small GUNNY BAGS constantly on hand. Also, WOOL SACES.

EASTON & MCMAHON.

BHIPPING AND COMMISSION MERCHASTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.
We are prepared to ship every description of Preight to Philadelphia, New York, Wilmirgton, and intermediate points with promptness and despatch.
Canal Boats and Steam-togs furnished at the shortest

AUDTION BALES. M THOMAS & BONS, AUCTIONBERS, NOS

Postponed Sale No. 3906 Chesnut street.

HANDSOME WALNUT PARLOR DINING ROOM AND CHAMBER FURNITURE, PIANO FORTS, ELEGANT CARPETS, ETC.

On Saturday Morning,

April S. at 10 o'clock, by catalogue, the handsom of furniture, carpets, etc.

Sale at No. 1222 Walnut street.

SUPERIOR FURNTFURE, PIANO-PORTE, RFC.

On Monday Morning,

April 1e, at he o'clock, by cata ogne, the entire superior furniture. Also, the chaldeders, gas fixtures, etc.

SALE OF REAL ESTATE AND STOCKS. April 11, at 12 o'clock, noon, at the Exchange.

Ninin Street (North), No. 214, Hesidence.
Sixta Street (North), No. 211, Hotel and D welling.
THERD Street (South), No. 261, Residence and EVANGELIST Street, No. 724, Two-story Brick THIRTY-FOURTH Street (South), No. 124 Modern.

esidence. Thirtmenth Street (North, No. 1513, Modern Re-MOUNT VERNON, No. 2126, Modern Dwelling. Race Street, Nos. 1515, 1515, and 1517, Brick and

rame Dwellings.
MILL Street, Germantown, No. 27, Stone Mill.
PROKT Street (North), No. 1183, Hotel and Dwell-TWELFTH Street (North), No. 144", Modern Dwell-

MARKET Street, 4235, Store and Dwelling. ELEVENTH Street (North), No. 1542, Modern Dwell-THIRTY-SEVENTH and MARKET Strees, N. R. corner, Store and Hall. FRONT and HUNTINGDON Streets, N. W. corner,

NICETOWN Lane, No. 27, Frame Dweiling, Fig. McKean, and Camenon Counties, Pa., Valg-able Coal, Timber, and Iron Ore Lands. able Coal, Timber, and Iron Ore Lands.
Groune Rant, \$40 a year, silver.
\$400 Allegheny R. R. and Coal Co.
100 shares Philadelphia and Boston Mining.
5 shares Pennsylvania Steel Co.
Pew No. 4s N. A., Church of the Holy Trinity.
6 shares Franklin Fire Insurance Co.
1000 shares Honey Comb Oil Co.
10 shares Girard Mercantile Co. of Phila.
24 shares Continental Hotel Go. preferred.
2 shares Phila and Southern Mau Steamship.
Pew 128 Church of the Epiphany. 2 shares Falls, and Southern and Sciences. Pew 122 Church of the Epiphany. 160 shares American B. H. Sewing Machine. \$1300 Schuylkili Navigation Loan of 1882. 2 shares Phila., Wilmington and Baltimore R. R. 2 shares Commercial National Bank. 4.7.31

2 shares Commercial National Bank. 4 7 3t 821 shares Green and Coates Streets Pass. R. W.Co. HENRY W. & B. SCOTT, JR., AUGTIONEERS, No. 1129 CHESNUT Street (Girard Row). ANNUAL SPRING SALE

GRAND COLLECTION OIL PAINTINGS. PASTEL PICTURES, AND CRYSTAL MEDAL-

AMERICAN ARTISTS.
from the American Art Gallery, New York, numbering 300 Works of Art by esteemed and favorite artists, magnificently mounted in the latest starts of fine gold-leaf frames, embracing the fine varied, and pleasing collections over offered in this city, at auction on This, Thursday, and Friday, Evenings,

April 6, and 7, at 7% o'clock. SCOTT'S NEW ART GALLERY, No. 1129 CHESNUT Street (Girara Row) NOW ON EXHIBITION FREE. 436

THE MAS BIRCH & SON, AUCTIONEERS AND C. MMISSION MERCHANTS, No. 1110 Ches-D UNTING, DURBOROW & CO., AUCTIONEBES, D Nos. 282 and 284 MARKET street, corner of Brok street. Buccessors to John B. Myers & Co.

LARGE SALE OF FRENCH AND OTHER EURO-PEAN DRY GOODS, On Monday Morning, [4 4 A pril 10, at 10 o'clock, on four months' craftit,

SAIR OF 2000 CASES BOOTS, SHORS, TRAVEL-LING BAGS, HATS, ETC. On Tuesday Morning, April 11, at 10 o'cik,on four months' credit. [455t LARGE SALE OF BRITISH, FRENCH, GERMAN AND DOMESTIC DRY GOODS.

On Thursday Morcing,
April 18, at 10 o'clock, on 4 months' credit, 4 7 5t MAGILI, PARREL & CO.
AUCTIONEERS,
No. 318 MARKET Street,

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

L IPPINCOTT, SON & CO., AUCTIONEERS. HENRY MOLTEN, AUCTIONEER.
BY HENRY MOLTEN & CO.,
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New York. REGULAR TRADE SALE

FUR AND WOOL BATS,
LADIES AND GENTS READY-MADE FURS,
STRAW, FELT, AND VELVET GOODS,
Every THURSDAY during the senson.
Cash advances made on consignments without additional charges. CONCERT HALL AUCTION ROOMS, NO. 1911

ORESNUT Street.
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Personal attention given to sales of household furniture at dwellings.
Public sales of furniture at the Auction Hooms No. 1919 Chesnat street, every Monday and Thurs

Por particulars see "Public Ledger," N. B.—A superior casa of furniture at private sata GROOERIES, ETO. LONDON BROWN STOUT AND

SCOTCH ALE, In glass and stone, by the cask or dozen.

ALBERT O. ROBERTS,

Dealer in Fine Oroceries,

Corner ELEVENTH and VINE Sta.

LEGAL NOTICES. IN THE ORPHANS COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of WILLIAM C. DICKENS SETS, dec.d. Estate of WILLIAM C. DICKENSHEETS, dee'd.

The Auditor appointed by the Court to andit, settle, and adjust the account of MARY ANN DICKENSHEETS, Administratrix of the estate of WILLIAM C. DICKENSHEETS, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment on MONDAY, April 17, 1871, at 5 o'clock P.M., at his Office, No. 32 S. THIRD Sirect, in the city of Philadelphia.

T. HORACZ THARP,

45 wimpt

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of MARY C. McGUIGAN, a minor.

The Auditor appointed by the Court to audit, settle, and adjust the account of BERNARD OWEN, guarand adjust the account of BERNARD OWES, guar-dian of the person and estate of MARY C. McGUI-GAN, a minor, and to report distribution of the balance in the hands of the accountant, will meet balance in the names of the account the parties interested for the purpose of his appointment, on MONDAY, April 3, at 3% o'clock F. M., at No. 32 South THIRD Street, in the City of Philadelphia.

E. H. THAR?,
Auditor,

S B1 wimbt SAXON CREEN

is Brighter, will not Pade, Costs Less than any other because it will Paint twice as much surface. SOLD BY ALL DEALERS IN

PAINTS.

J. H. WEEKS & CO., Manufacturers,

94 No 124 N. FOURTH St., Philadelphia. COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Faper Manufacturers' Drier Feits, from thirty to seventy-all inches, with Paulins, Beiting, Sail Twine, etc.

JOHN W. EVERMAN,
30. 19 CHURCH Street (Oily Stores).