THE TICHBORNE ROMANCE. The London correspondent of the New York Times relates the following particulars of a rementic case now on trial in London:-Last, but not least, we have the Tichborne

case, which is certainly as strange and romantic a story, however viewed, as any to be found in sensational fiction. The prologue, as Mr. Boucicault would call it, introduces us to an eccentric, ill-matched household, composed of Sir James Tichborne, gruff and violent and dissipated, always drinking, and often drunk; his flighty, sentimental, half-French wife (she had an English father and a French mother, and had been born, bred, and spent most of her life in France); the eldest son, who has all his father's boorishness and his mother's waywardness, and who, between the two parents, finds his home, as he calls, "a hell upon earth." Lady Tichborne, completely under the influence of the priests, handed the boy over to them for education. He began life under the Jesuits at St. Omer, passed next to the military college at Sandhurst, got a commission in a dragoon regiment, the Carbineers, served with his corps at Dublin and elsewhere, but soon took a disgust both at the profession and the company among which he was thrown. The society of gentlemen repelled him. He liked to booze and smoke with his inferiors. His brother officers laughed at the young fellow's half-French, half-English jargon, for French was then his more familiar tongue, and reprebated his low tastes and loose companions. He sold his commission and started to see life and seek adventure in South America. From Havre he sailed in March, 1853, to Valparaiso, pushed inland to Santiago, where his body-servant, a man named Moore, was taken ill; then set off alone on a purposeless ramble hither and thither, turned up at Rio, and in April, 1854, embarked dead drunk in the Blanche, bound for New York. From that day to this the Blanche has never been heard of. One of her boats was found bottom uppermost, but no passenger or sailer who was on board (except it be Sir Roger, the present claimant) has ever reappeared on earth. It was assumed that the vessel had gone down at sea, the underwriters paid the insurance, Roger's will (for before leaving Europe he had made a will) was preved, and the old baronet, Sir James, dying soon after, Sir Alfred, the second son, succeeded to the title and

SIR ALFRED'S DEATH. Now begins the second part of the story. Sir Alfred did not long enjoy his inheritance. He died in 1866, and shortly after, in the same year, an heir was born, who is the actual possessor of the property and rank. Meanwhile old Lady Tichborne, refusing to believe that her eldest son was dead, had been advertising in all kinds of English, colonial, and foreign papers, and on the death of the second son redoubled the activity of her search. In the beginning of 1866, a man appeared who declared himself the long-lost Roger, and was accepted as such by the lady whom he claimed as mother. Lady Tickborne did not herself long survive, but to the hour of her death she maintained her faith in the identity of the returned prodigal, allowed him £1000 a year and supported, by advice and advances, the legal steps he proceeded to take to assert his rights. The rest of the family for the most part repudiated the new comer and pronounced him an impostor. The claimant's account of himself since he was last seen reeling-drunk on board the ill-fated Blanche, at Rio, is that the vessel sank, but not until after the passengers and crew had got into a couple of boats; that the boats seen parted company, but the one in which he was fell in with an American vessel, which took the party to Melbourne. Roger was three days and two nights at sea in the small boat, and nearly three months on board the ship which landed him at Melbourne. There, he says, he got employment on a sheep farm, adopted the name of Thomas Castro, and after a while married.

THE CLAIMANT'S BETURN. In 1866 he heard for the first time of his father's death, and hurried back to England. On behalf of the child of four years old, who has hitherto been recognized as the baronet, it is contended that the claimant is no other than Arthur Orton, a Wapping butcher, who had worked his way out to Valparaiso before the mast, knew the South American ground over which "Sir Roger" professes to have travelled, and falling in with some old servants of the Tichborne family in Australia, picked up from them suffi-cient information to pass himself off as the missing baronet. Since his return to England he has also won over Moore, the man who accompanied the real Sir Roger from Havre to Valparaiso. It is certainly remarkable that of all those who sailed with him from Rio in the Blanche, the claimant should be the only one who has ever reappeared; that he should have married and settled in Australia without communicating in any way with his family; and that he should se long have delayed his return to claim the title and estate. But the most staggering part of the case is the personal differences between the claimant and the Roger who went away in 1853. It is admitted by his own counsel that, at the latter period, Roger Tichborne was slight in figure, with fair and rather lank hair, and light-colored eyes. The present "Sir Roger" is of broad and bulky frame, with crisp, dark hair. Another re-markable discrepancy is that the Roger who went away spoke French better than he spoke English-French was, indeed, literally his mother tongue-but the Roger who has now turned up doesn't know a syllable of the language. On the other hand, however, the claimant evidently knows a good deal (however learned) about the Tichborne family and estates, and is sworn to as the real Roger by several relatives and old friends of the house. There is one test he offers to submit bimself to, which keeps up the romantic nature of the narrative. Roger, before he quitted the country, packed up a number of documents in a scaled parcel which he left with Mr. Gosford, the steward of the Tichborne estates, with instructions to open it only in the event of his death, and the claimant offers to state the contents of that parcel in order to prove his identity. THE PROCEEDINGS.

I have said enough to show that this is really a very wonderful case. It is expected to last for a fortnight or three weeks, perhaps a month, as there is an enormous array of witnesses on each side to be called. Such has been the alarm of the jurymen (it is a special jury case, for which a higher social order of jurymen are required, with a house of not less than £200 a year, etc.) that the court was two days in getting a sufficient number to attend, and the box, in fact, was filled by the infliction of a fine of £10 for each of the two first days of absence, and a threat that this, if needed, would be raised to £50, or even £500. Even then the parties had to agree to take nine .jurors instead of F. J. H.

The teacher of an infant class in a Portland Sunday school is ninety years old. His son is superintendent of the school, and his grandson REAL ESTATE AT AUOTION. PUBLIC SALE.

THOMAS & SONS, Auctioneers.

A Valuable and Productive

OIL FARM

Pareller Assessed a Chamber

Of 220 Acres, and a Large Amount of Machinery, Tubing, Tanks, Etc.

ALL IN GOOD ORDER.

The following described Real Estate and Personal Property, known as the

"Cornplanter Oil Farm,"

Situate on both sides of OIL CREEK, in Cornplanter township, Venango county, Pa., and about two miles from Oil City, will be sold for cash, to the highest bidder, at public sale, at the PHILADEL-PHIA EXCHANGE, in the city of Philadelphia,

ON TUESDAY.

June 6, A. D. 1871, at 19 o'clock noon, at the Philadelphia Exchange:—
All that certain tract of land, now known as the "Cornplanter Tract," situated in Cornplanter town-ship, Venango county. State of Pennsylvania, bounded and described as follows, viz.:— Beginning at a white oak, the westerly corner, thence by land of Hamilton McClintock (now Beginning at a will demand the second thence by land of Hamilton McClintock (now McClintock Oil Company), north 89½ degrees, east 173 3-10 perches to a post; thence south lifteen degrees east 116 3-10 perches to a white oak; thence east 169 5-10 perches to a hickory; thence south 57 perches to a post; thence by land of Thomas Anderson south 50 degrees, west 98 perches to a post; thence both 50½ degrees west 332 perches to a post; thence 42 degrees east 56 perches to a white oak, the place of beginning, containing 220 acres, more or less, and being the same land now owned by the "Complanter Oil Company." The sale will be made subject to any and all existing leases of any part of the said premises, of which the following is believed to be a correct list:— Lease to F. W. Andrews, covering about 55 acres

more or less, Leases to John Munhall and others, covering about 14 acres more or less. Lesse to H. M. Good and others, covering about 2 acres more or less. Lease to Mechling, Moore & Sutton, covering about 2 acres more or less.

Lease to Metz & Whitcomb, covering about 1 acre

more or less, Lease to William Leckey and others, covering about 3 acres more or less.

Lease to Tarbell & Hess, covering about 5 acres more or less.

Lease to Charles V. Whitcomb and others, cover-

Lease to Charles V. Whitcomb and others, covering about 4 acres more or less.

All existing leases provide for a royalty of 25 per cent. of the product to be paid to the land interest, and in some cases an increased percentage, should wells be found to yield more than 15 barrels per day.

Also, all the fellowing named personal property, viz.:—One iron tank of about 6500 barrels capacity.

Two iron tanks of about 200 barrels each. One steam suction and force pump, used for forcing water from the creek to the high portions of the tract for the supply of engines, and for collecting oil from the various wells (through underground pipes) and delivering the same in tank, near railroad, for shipment.

Nine steam engines and 5 bollers; % of engine and boiler from 10 to 15-horse power; % of 890 feet of 2-inch tubing and sucker rods; % of 216 feet of 5%-inch casing; 3100 feet tubing in wells; 825 feet 3 and 3½ inch casing in wells; 160 feet 5½-inch casing in wells; 289 feet 5½-inch casing in wells; 289 feet 5½-inch casing not in wells.

About 1000 feet 2½ inch tubing used for oil and water pipe; about 7000 feet 2 inch tubing used for

oil and water pipe; about 300 feet 114 inch pipe usen for steam and gas; about 875 feet 234 inch tubing The personal property is in good working order, The personal property is in good working order, and most of the engines and boilers are nearly new. The Oil Creek and Allegheny Railroad passes through the tract. The producing wells on the property are connected by pipe lines with one central iron tank, from which point the oil is thrown by steam pump into the large iron tank near and above the railroad track where it can be readily ledered.

the railroad track, where it can be readily ladened on the cars.

The land interest is in receipt of about 19 barrels of oil per day, 6 barrels of which are from wells operated by the company, and 6 received as royalty

from leases. There are eight small tenant houses, blacksmith shop, cooper shop, carpenter shop, stable, etc., upon the tract, and a lot of blacksmith and carpenter teels. The whole real estate and personal property will be sold together, thus offering a rare opportu-nity to those desiring to control a large tract of land with first-class facilides for developments, as about 100 acres of the property remain to be tested.

Any additional information can be had by addressing the office of the "Complanter Company," No. by the office of the "Complanter Company," No. 524 Walnut street, Philadelphia, Pa.

By direction of the Stockholders and order of the Board.

HIRAM BROWER, Secretary.

M. THOMAS & SONS, Auchoneers,

5 25 thstu6t Nos. 139 and 141 S. FOURTH Street.

ICE. "BE SURE KNICKERBOCKER IS ON THE WAGON."

KNICKERBOCKER ICE COMPANY. THOS. E. CABILL, President. B. P. KERSHOW, Vice-President. A. HUNT, Treasurer.
E. H. CORNELL, Secretary.
T. A. HENDRY, Superintendent.
Principal Omice,
No. 435 WALNUT Street, Philadelphia.

Branch Offices and Depots, North Pennsylvania Raliroad and Master street, Ridge Avenue and Willow street. Willow Street Wharf, Delaware avenue. Twenty-second and Hamilton streets. Ninth Street and Washington avenue. Pine Street Wharf, Schuylkill. No. 4833 Main Street, Germantown. No. 21 North Second street, Camden, N. J., and Cape May, New Jersey.
71. Prices for Families, Offices, etc.

S pounds daily, 50 cents per week. Half bushel or forty pounds, 20 cents each delivery.

TO FAMILIES RESIDING IN THE RURAL DISTRICTS.

GROOERIES, ETO.

We are prepared, as heretofore, to supply families at their country residences with EVERY DESCRIP-TION OF FINE GROCERIES, TEAS, Etc.

> ALBERT C. ROBERTS, Corner ELEVENTH and VINE Sts.

JAMES W. HAVENS. IMPORTER OF FOREIGN PRODUCE. Wines, Oils, Fruits, Cigars, WHOLESALE AND RETAIL, No. 904 WALNUT Street,

SAXON CREEN

PHILADELPHIA.

is Brighter, will not Fade, Costs Less than any oth because it will Palut twice as much surface. SOLD BY ALL DEALERS IN

PAINTS.

Еревнить воноог MERCHANTVILLE, N. J. Four Miles from Philadelphia. The session commenced MONDAY, April 10,

For circulars apply to Bov. T. W. CATTRILL

RAILROAD LINES. DENNSYLVANIA CENTRAL RAILROAD.

AFTER SP. M., SUNDAY, MAY 14, 1870.
The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Riarket street care, 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 Depos.

Walnut streets cars run within one square of the Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention. TRAINS LHAVE DEFOT.

Bryn Mawr Accommodatiou 6:30 A. M.
Mail Train 5:00 A M.
Lock Haven and Elimira Express 9:40 A. M.
Pacil Accommodation, 10:10 A.M. & 1:10 and 7:30 P. M.
Fast Line 12:40 P. M.
Erie Express 12:40 P. M.
Harrisburg Accommodation 2:30 P. M.
Lancaster Accommodation 4:10 P. M.
Parkesburg Train 5:30 P. M.
Erie Mail and Buffalo Express 7:20 P. M.
First Pacific Express 10:00 P. M.
Cincinnati Express 10:00 P. M.
Cincinnati Express 10:00 P. M.
Cincinnati Express Pacific Express, and Erie Mail and Buffalo Express, Pacific Express, and Erie Mail and Buffalo Express 10:00 P. M.

Mail and Buffalo Express leave 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 Markat streat Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9.46 A. M. Sunday Train No. 2 leaves Philadelphia at 6.40 P. M.; ar-rives at Paoli at 7.40 P. M.

Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 6:00 P. M.; arrives at Philadelphia at 6:00

Philadelphia at 6:20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express . 8:10 A. M.
Philadelphia Express . 6:40 A. M.
Eric Mail . 6:40 A. M.
Bryn Mawr Accommodation . 7:40 A. M.
Paoli Accommodatin, 8:20 A. M. & 3:50 & 6:40 P. M. Rrie Express . Lock Haven and Elmira Express . 6.00 P. M. 6.90 P. M.

Lock Haven and Elmira Express . 690 P. M.
Pacific Express . 8-15 P. M.
Harrisburg Accommodation . 9-40 P. M.
For inther information apply to
JOHN F. VANLEER, Ju., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Woaring 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. OASSATT,
General Superintendent, Altoons, Pa.

THE CAMDEN AND AMBOY AND PHILADEL-PHIA AND TRENTON RAILROAD COM-PANIES LINES FOR NEW YORK AND WAY PLACES FROM WALNUT STREET WHARF. At 6-15 a. m. Accommodation via Camden and Am boy, and at 8 s. m. Express, and 2-30 p. m. Accom modation via Camden and Jersey City. At 2 and 6 p. m. for Amboy and intermediate sta-

At 6.15 a. m. and 3.30 p. m. for Freehold and Far-Mingdale. At 6:15, 8, and 10 a.m., 12 m., 2, 3:30, and 5 p. m. for Trenton. At 6:15, 8, and 10 a. m., 12 m., 2, 3:30, 5, 6, 7:30, and At 6 15, 8, and 10 a. m., 13 m., 2, 3 35, 5, 6, 7 30, and 11 30 p. m. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, and Riverton.

At 6 15 and 10 a. m., 12 m., 2, 3 30, 5, 6, 7 30, and 11 30 p. m. for Riverside, and Palmyra.

At 6 15 and 10 a. m., 12 m., 5, 6, 7 30, and 11 30 p. m. for Fish House. The 11 30 p. m. Line leaves from Market Street

Ferry (upper side).
FROM WEST PHILADELPHIA DEPOT. At 7, 8:15, and 11 a. m., 1:20, 3, 5:30, 6:45, and 12 b. m., New York Express Liues, and 11:30 p. m. Emigrant Line, via Jersey City.
At 7, 8-15 and 11 a. m., 1-20, 3, 5-30, 6-45, and 12 , 8-15, and 11 a. m., 6'45 and 12 p. m. for Bristo'. At 12 p. m. (Night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torrisdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 11 a. m., 6-45 p. m., and 12

FROM KENSINGTON DEPOT. At 7 and 9:30 a. m., 2:30, 3, and 5 p. m. for Trenton and Bristol. And at 6 p. m. for Bristol. At 7 and 9:30 a. m., 2:30 and 5 p. m. for Morrisville and Tullytown. At 7 and 930 a.m., 230, 5, and 6 p. m. for Schenck's, Eddington, Cornwells, Torrisdale, and Holmesburg Junction.

At 6 45 a. m., 12 30, 5 15, and 7 15 p. m. for Bustleton, Holmesburg, and Holmesburg Junction.

At 6 45 and 9 30 a. m., 12 30, 2 30, 5 15, 6, and 7 15 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD. At 7 a. m. and 3 p. m. for Niagara Falis, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilkesbarre, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc., and 7 a. m. for Schooley's Mountain.

At 9'30 a. m. and 5 p. m. for Pennington, Lambertville, and intermediate stations, and at 5 p. m. for

Milford,
FROM MARKET STREET FERRY (UPPER SIDE).
VIA NEW JERSEY SOUTHERN RAILROAD.
At 11 a. m. for New York, Long Branch, and inter-

mediate places.
VIA CAMDEN AND BURLINGTON COUNTY
RAILROAD.
At 6 and 11 a. m., 1, 2-30, 3-30, 5, and 6-30 p. m.,
and on Thursday and Saturday nights at 11-30 p. m.,
for Merchantsville, Moorestown, Hartford, Masonville, Hainsport, and Mount Holly.
At 6 a. m., 2-30 and 6-30 p. m. for Lumberton and
Medford.
At 6 and 11 a. m., 2-30 5, and 6-30 p. m. for Mediord.

At 6 and 11 s. m., 3.30, 5, and 6.30 p. m. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6 a. m., 1 and 3 30 p. m., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and
Bightstown.

WM, H, GATZMER,
Arent.

PHLABELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.— TIME TABLE. COMMENCING MONDAY, NOVEMBER 91, 1870.

Agent.

May 29, 1871.

Trains will leave Depot, corner of Broad stress 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 Hartington with Lunction and Brankwate Railroad. rington with Junction and Breakwater Railroad at Seaford with Dorohester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11.45 A. M. (Sundays excepted), for Baltimere and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Cenects at Wilmingto with train for New Castle. Express Train at 4 P. M. Exndays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newpert, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgowood, Magnolia, Chase's

deen, 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, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will the baltic of Magnolia. take the 11.45 A. M. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

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

Leave Wilmington 6.46 and 8.10 A. M., 2.00, 4.00, and 7.16 P. M. The 8.10 A. M. train will not stop between Chester and Fhiladelphia. The 7.15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted. Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.80 P. M. trains for Baltimore Conral Railroad.
From Baltimore to Philadelphia.—Leave Balti-

more 7-25 A. M., Way Maii; 9-35 A. M., Express; 9-25 P. M., Express; 7-25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE. Leaves Baltimore at 7:25 P. M., stopping at Mag-noils, Perryman's, Aberdeen, Havre-de-Brace, Per-ryville, Charlestown, North East, Eliton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-

wood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sieeping Cars can be 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.

HAILROAD LINES.

DHILADELPHIA AND READING RAILROAD. May 15, 1871.

Depot—THIRTRENTH and CALLOWHILL Streets.

Uatil forther notice trains will Leave and Arrive as follows:— TRAINS LHAVE. Paliadelphia and Pottaville W. Trn. 12:30 p. m Harrisburg and Pottaville Express 3:35 p. m ON SUNDAYS. To Reading S-80 a. m
To Pottsville San Arrivs. S.15 p. m. Harrisburg and Pottsville Express...... 1 00 p. m.
Philadelphia and Pottsville W. Tr'n...... 4 30 p. m.
Harrisburg and Pottsville Express....... 6 15 p. m.
Harrisburg, Pottsville, and Alientown Ac-

PARK ACCOMMODATION TRAINS, DAILY EXCEPT SUN-Leave depot, Thirteenth and Callowhill streets, 5.45 and 11 a. m., 2.15, 4, and 6.30 p. m.
Leave West Manayunk, 6.10 and 9.30 a. m., 12 noon, 3.05 and 5.15 p. m.

SUNDAYS.

Leave Fifteenth street and Pennsylvania avenue, for Belmont, 2, 18, 11 cm., 12, 2, 4, 4.20, 5.40, and

for Belmont, 9, 10, 11 a, m., 1, 2, 3, 4, 4.50, 5.40, and 6.40 P. M. Leave Belmont, 9.25, 10.25, 11.25 a, m., 1.25, 2.25, 3°25, 4°25, 5°15, 6° 15, and 7°05 p. m. Exchange Tickets to and from Belmont are sold by conductors of Park train of this Company, and Thirteenth and Fifteenth, Seventeenth and Nineteenth, add Green and Coates street cars, good on

New York Express for Pittsburg and West, Trains leave New York at 9 a. m. and 5 p. m., passing Reading at 155 and 950 p. m. connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping-cars accompany these trains through between Jersey City and Chicago without change.

Trains for New York leave Harrisburg at 40-5 and

810 a. m., and 2 p. m. Additional train leaves New York for Harrisburg at 12:30 noon.

For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. S11 Chesnut street, and

at all stations, without charge.

Season, School, Mileage, and Commutation Tickets areduced rates, to be had of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or J. 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.
213 S. Fourth street.
Through tickets and baggage checks to all principal points in Oil Regions, New York State, Canada, West, and Northwest, may be obtained at the new Onion Ticket Office, southeast corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. 811 Chesnut street, Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co, GERMANTOWN AND NORRISTOWN BRANCH.

ON AND AFTER MAY TO GERMANTOWN -6, 7, 715, 735, 838, 905, 10, 11 a.m.; 12, noon: 1, 2, 230, 315, 345, 405, 430, 505, 510, 545, 6, 630, 7, 8, 815, 9, 1015, 11, 1140, 1230, night, SUNDAY-745, 905 a. m.; 1245, noon; 215, 405, 5'40, 7, 8'45, and 11'05 p. m. FROM GERMANTOWN—6, 6'25, 6'50, 7'25, 8'05, 8'10, 8'45, 9, 9'25, 10, 11'05, 11'55 a. m.; 1, 1'35, 3, 3'30, 3'55, 4'45, 5, 5'30, 6, 6'10, 6'40, 7'10, 8, 9'05, 10, 10'30, 11.25 p. m. SUNDAY—8:10, 9:05 a. m.; 1:05, 9:35, 3, 5:55, 6, 8:20, and 10 20 p. m.

The 8 05 and 9 25 a. m. down trains, and 2 30, 3 45, 5 05, and 5 45 up trains, will not stop on the German-Passengers taking the 6'50, 7'25, 10, a m. and 5'30

and 640 p. m. trains from Germantown will make close connections with the trains for New York at TO OHESNUT HILL-6, 7, 7:35, 9:05, 10, 13 a.m., 2'30, 3'45, 5'05, 5 45, 7, 8, 9, 11, 11'40 p. m. SUATDAY—7'45, 9'05 a. m., 12'45 noon, 2'15, 5'40, 7, 8'45, p. m. FROM CHESNUT HILL—6'10, 7'10, 7'50, 8'30, 9'10, 10'50, 11'40 a. m., 1'40, 3'40, 5'45, 6'25, 6'55, 8'50, 10'15, Sunday-7:50, 8:45 a. m., 12:45, noon, 2:15, 5:40, 8

10 p. m. TO CONSHOHOCKEN AND NORRISTOWN-6-05, 7-30, 9, and 11-05 a.m., 12-05, m., 1-30, 8,4, 4-40, 5, 5-30, 6-25, 8-05, 10-20, and 11-45 p. m. Sunday—7-30, 9 a. m., 1-30, 8, 7-15, and 9-30 p. m. FROM NORRISTOWN—5-30, 6-30, 7, 7-40, 8, 8 50, 11 B. m., 1, 2°30, 3°30, 4°30, 6, 6°15, 8, 10°p. m. Sunday—7, 9°a. m., 1°15, 5, 7, 9°30°p. m. TO MANAYUNK—6°05, 7°30, 9, 10°05, 11°05°a. m. 12°05 noon, 12°45, 1°30, 3, 4, 4°40, 5, 5°30, 6°25, 7°05, 8°05,

9 05, 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, 9-30 p. in. FROM MANAYUNK-6, 6.58, 7-34, 8-05, 8-29, 9-20, 10-45, 11-30 a. m., 1-28, 2-15, 3, 3-58, 5, 6-25, 6-45, 7-45 8·30, 9·45, 10·30 p. m. Sunday—7·30, 9, 9·30, 10·50 a.m., ·30, 1·45, 3·10, 5·30, 6, 7.20, 10 p. m. PLYMOUTH BRANCH.—Leave Philadelphia at 7:80, 11:05 a. m. and 5 p. m. Leave Oreland at 6:15, 10 a. m., and 3°30 p. m. Sunday—Leave Philadelphia at 9 a. m. and 7°15

p. m. sunday—Leave Oreland at 6:30 a m. and 6:36 p. m. The 7:40 a m. train from Norristown does not stop at Magee's, Pott's Landing, Domino or Schus' Lane.
The Sa. m. train from Norristown stops at Conshohocken and Manayunk only.

The 4 p. m. train up from Philadelphia is the only

train that stops at Domino Lane.

Chester Valley Kailroad—Leave Philadelphia at
4:40 p. m. Leave Downingtown at 6:40 a m.

Phonixville Train—Leaves Philadelphia at 9 a. m.
and 1:30 p. m. Leaves Phonixville at 12:35 and 5:50

For points on Perkiomen Railroad leave Ninth and Green at 1.30 p. m. Returning, leave Schwenks-ville at 4.65 p. m., arriving at Ninth and Green at 6.50 p. m. Passengers by 1.30 p. m. train connect at Phoenixville with train for Pottstown and Reading.

Passengers taking the 7, 7:35, and 11 a. m. and 5:30 and 6:30 p. m. trains from Ninth and Green

streets will make close connection with trains for New York at Intersection. The 9:30 a. m., 12:30, 5, and 7 p. m. trains from New York stop at Intersection. G. A. NICOLLS, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 24.
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:
FROM PHILADELPHIA

From Philladel.Phila for West Chester at 725 and 10 A. M., 2-30, 7-10, and 11-30 P. M. Stops at all stations. For West Chester at 4-35 P. M. This train stops at stations west of Media (Greenwood excepted). For B. C. Junction, 6-30, 8-50 A. M., 12 M., and 4 and 5:30 P. M. Stops at all stations. The 5:30 P. M. will run to West Chester on Saturdays.

FOR PHILADELPHIA

From West Chester at 6:30 and 10 A. M., 2, 5, and

6 to P. M. Stops at all stations. From West Chester at 7:35 A. M. Stops at sta-tions west of Medis (Greenwood excepted). From B. C. Junction at 5-25, 8-10 A. M., 12 M., 4 and 6 P. M. Stops at all stations.

A train will leave West Chester for Philadelphia at 5 A. M. every Monday.

ON SUNDAY

Leave Philadelphia at 9 A. M. and 3 20 P. M. Leave West Chester at 7 A. M. and 5 P. M. H. K. SMITH, Superintender

CAMDEN AND ATLANTIC RAILROAD. SPRING ARRANGEMENT. Mair. See A. M.
Atlantic Accommodation Seturning, leave Atlantic:— Atco, 12-15 P. M.; Hammonton 6 A. M. Night line for Haddonfield leaves Camden 11-30 P. M.

P. M.
Freight must be delivered at Vine street wharf by
4 P. M. to insure its transportation next day.
5 12
D. H. MUNDY Agent.

RAILROAD LINES.

NORTH PENNS YLVANIA RAILROAD-TH

NORTH PENNS 11.Vania Railroad—The short Biodic Route to the Lenigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Buralo, Auburn, Rochester, the great Lakes, and the Dominion of Canada.

SUMMER ARRANGEMENT,

Takes effect May 15, 1871.

Sixteen Dally Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

Too a. m. (accommodation), for Fort Washington.

730 a. m. (Express), for Bethlehem, Easton, Allentown, Mauch Churk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, Auburn, Emira, and in connection with the ERIE RAILWAY for Buralo, Niagara Falis, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 26 a. m. (Accommodation) for Doylestown.

9 45 s. m. (Express) for Bethlehem, Easton, Allentown, Mauch Churk, Williamsport, Wilkesbarre, Pittston, Seranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads,

11 a. m. (Accommodation) for Fort Washington.

11 a. m. (Accommodation) for Fort Washington. 11 a. m. (Accommodation) for Fort Washington.
130 and 530 p. m. for Abington.
2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazieton.
2 30 p. m. (Accommodation) for Doylestown.
At 3 20 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Wilkesbarre, and Scranton.

At 4 p. m. (Accommodation) for Bethlehem.
4'30 p. m. (Mail) for Doylestown.
5'15 p. m. for Bethlehem, Easton, Allentown, and Manch Chunk. 8-30 p. m. (Accommodation) for Lansdale, 8-15 and 11-30 p. m. (Accommodation) for Ford

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, 5:20, 8:15,

and 10 20 p. m.

Doylestown at 8 25 a. m., 4 15 and 6 45 p. m. Lansdale at 7.80 a. m. Fort Washington at 9.20 and 11.20 a. m., 3.05 and

Port Washington at 2.45 and 7.00 p. m.
Abington at 2.45 and 7.00 p. m.
ON SUNDAYS.
Philadelphia for Bethiehem at 2.80 a. m.
Philadelphia for Doylestown at 2.00 p. m.
Philadelphia for Fort Washington at 2.00 a. m. and 6 45 p. m.

Doylestown for Philadelphia at 6:45 p. m.

Bethlehem for Philadelphia at 4:00 p. m.

Fort Washington for Philadelphia at 10:00 a. m.

Tickets sold and baggage checked through to all principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth strest.
May 15, 1871. ELLIS CLARK, Agent.

PHILADELPHIA AND ERIE RAILROAD.— SUMMER TIME TABLE. On and after MONDAY, May 15, 1871, the trains on the Philadelphia and Eric Rall-road will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:-WESTWARD.

MAIL TRAIN leaves Philadelphia..... 7-10 P. M

MAIL TRAIN leaves Philadelphia. 7:10 P. M.

"Williamsport. 4:15 A. M.
arrives at Erle. 8:50 P. M.
ERIE EXPRESS leaves Philadelphia. 12:30 P. M.
"Williamsport. 8:50 P. M.
"arrives at Erle. 7:40 A. M.
ELMIRA MAIL leaves Philadelphia. 9:30 A. M.
"Williamsport. 6:35 P. M. arrives at Lock Haven .. 7-50 P. M. ERIE EXPRESS leaves Erie. 9-00 P. M.
"Williamsport. S-25 A. M.
"arrives at Philadelphia. 5-50 P. M.
ELMIRA MAIL leaves Lock Haven. 8-08 A. M.
"Williamsport. 9-15 A. M.
"arrives at Philadelphia. 5-30 P. M.
BUFFALO EXP. leaves Williamsport. 1-25 A. M.

Mail west with west-bound trains on L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.

Warren Accommodation east and west with trains on L. S. and M. S. R. W. east and west and at Corry with O. C. and A. R. R. W.

Erie Accommodation east at Corry and west at Corry and Irvinetewn with O. C. and A. R. R. W. Elmira Mail and Buffalo Express make close con-nection at Williamsport with the N. C. R. W. trains, north and south. Catawissa passenger trains will be run east from Williamsport on Eric Express, and west to Wil-

llamsport on Elmira Mall.

WM. A. BALDWIN, General Superintendent. THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD.—CHANGE OF HOURS.
On and after SUNDAY, June 4, 1871, 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.
Wednesdays and Saturdays only at 2:30 P. M. For Chadd's Ford and Chester Creek Railroad at 7 and 10 A. M., 4 30 and 7 P. M. Wednesdays and Saturdays only 2 30 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 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 4.25 P. M., on arrival f trains from Baltimore. Oxford at 6.05 and 10.35 A. M. and 5.30 P. M. Mon-Chage's Ford at 728 A. M., 1158 A. M., 420 and 649 P. M. Mondays only at 632 A. M.
On Sundays train leaves Philadelphia at 830 A. M.

for Oxford; returning, leaves Oxford for Philadelphia at 8 40 P. M. Passengers are allowed to take wearing apparel 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

WEST JERSEY RAILBOADS; Trains will leave Philadelphia as follows:-From foot of Market street (upper ferry), 8-15 A. M., Passenger for Cape May, Bridgeton, Salem, Swedesboro, Vineland, Miliville, and way

Hations.

11'45 A. M., Woodbury Accommodation.

8'16 P. M., Passengerfor Cape May, Millville, and way stations below Glassboro.

8'20 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.
5.45 P. M., Accommodation for Woodbury, Glassboro, Ciayton, Swedesboro, and intermediate sta Breight Trein leaves Camden daily, at 12 M.
WILLIAM J SEWELL Superintendent

PLUMBING, CAS 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.

SVITAJH MAJTE.

Pipe of all Sizes Cut and Fitted to Order

CARD.

Having sold HENRY B. PANCOAST and FRAN-Having sold HENRY B. PANCOAST and FRANCIS I. MAULE (gentlemen in our employ for several 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
HEATING and VENTILATING PUBLIC and PRIVATE BUILDINGS, both by STEAM and HOT
WATER, in all its various systems, will be carried
on under the firm name of PANCOAST & MAULE,
at the old stand, and we recommend them to the
trade and business public as being entirely competent to perform all work of that character.

MORRIS, TASKER & CO.
Philadelphia, Jan. 22, 1870. Philadelphia, Jan. 22, 1870.

EASTON & MCMAHON,

BHIPPING AND COMMISSION MERCHANTS, No. 2 COENTIES SLIP, New York, No. 15 SOUTH WHARVES, Philadelphia, No. 45 W. PRATT STREET, Baltimore. We are prepared to ship every description: Freight to Phindelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-Was furnished at the shortest

AUOTION SALES. M ISO and 141 S. FOURTH Street.

Peremptory Special Sale.

ELEGANT AND CHOICE FURNITURE, MANUFACTURED BY GEO, J AND J. A. HENKELS,
On Friday Morning,
June 9, by catalogue.

5 51 52 June 9, by catalogue. VERY VALUABLE OIL PAINTINGS.

June 2, at the auction store, highly important sale of a combined collection of modern original paintings, from the Count de Marnene's private collection, Brussels, and P. A. Voget, Amsterdam.

Also, a few paintings from esteemed American artists.

BUGENE VERBOECKHOVEN

Is represented by an exquisite cabinet picture acknowledged by connoisseurs of the highest culture the finest on the American Continent, Also, works from other eminent foreign masters, embracing:

Robbe, R. C. Koekkoek, Savv, Richard Sohn, C. Stammel, Doll, Carl Becker, Pecrus, Carl Hubner, Heebehaart, Jacobs, De Buel Carl Becker, Heebebaart, Pecrus, Jacoba, Siamar, Lasalie, De Buel, M. A. Koekkoek, Von Diegham, Hertel, Kruseman, Auge, Everson, Leickert, Forming altogether one of the most attractive col-lections ever offered at public sale in this city, and

to be sold positively without reserve.
On exhibition daily until the sale. Sale N. E. corner Seventh and Parrish streets. VALUABLE CAMELIAS AND OTHER PLANTS. VALUABLE CAMELIAS AND OTHER PLANTS.
On Monday Morning.
June 5, at 10 o'clock, by catalogue, the stock of valuable plants of Peter Raabe, decilning onsi-

Recorder's Sale by order of the Court of Common

VALUABLE WATCH MOVEMENTS.

On Friday Morning.

June 16, at 10 o'clock, about 800 Watch Movements of the Philadelphia Watch Company.

Catalogues now ready.

6 1 1st HENRY W. & B. SCOTT, JR., AUGTIONEERS No. 1129 CHESNUT Street (Girard Row).

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street, CARO,-We call particular attention to the large

CARC.—We call particular attention to the large sale of household furniture and carpets from families declining housekeeping, to be held on FRIDAY MORNING next, at No. 1110 CHESNUT Street. There will be 10 rosewood planes, 3 by Steinway & Sons, 1 by Chickering, 1 by Schomacker, and 5 by other good makers; also, 20 French-plate mantel and pier glasses; also, 1 rosewood carom billiard table by Phelan & Collender; also, 12 gas chandeliers and side brackets. [5 31 2t]

Sale at No. 1110 Chesnut street.

HANDSOME PARLOR, LIBRARY, CHAMBER, AND DINING-ROOM FURNITURE: VELVET, BRUSSELS, AND INGRAIN CARPETS: 14 ROSEWOOD, WALNUT, AND MAHOGANY-CASE PIANO-FORTES AND PARLOR ORGANS: 20 RICH, GILT-FRAME MANTEL AND PIER GLASSES: SUITS OF COTTAGE CHAMBER FURNITURE: FRAMED CHROMOS AND ENGRAVINGS: AN ASSORTMENT OF FINE SILVER-PLATED WAKE, CHINA TOILET SETS, OFFICE TABLE, CHINA, GLASSWARE, ETC. On Friday Morning.

at 9 o'clock, at the auction store, No. 1110 Chesnut street, will be sold a large assortment of new and second-hand furniture, comprising parlor, library, chamber, and dining-room suits.

ALSO, FURNITURE FROM FAMILIES, comprising parlor suits in rich plush coverings, large sideboards, tables, etc.
20 PLATE GLASS MANTEL AND PIER GLASSES. Also, 20 mantel and pier glasses of various sizes,

Also, 20 mantel and pier glasses
in rich gilt frames.
AT 1 O'CLOCK, 14 ROSEWOOD PIANOS AND
PARLOR ORGANS.

Also—2 rosewood pianos by Steinway & Sons.

" 1 " " Chickering & Co.
" 1 " " Schomacker & Co.
" 1 " " Brown & Allen, Soston.
" 1 " " E. P. Graham. 4 Wainut and Mahogany Cased Pianos.

4 Parlor Organs. ROSEWOOD BILLIARD TABLE. At 1% o'clock, will be sold one billiard table, by Phelan & Collender, with bails, cues, racks, counters, etc. GAS CHANDELIERS.

Also, 12 gilt and bronze chandeliers, side brackets, ces, etc. DUNTING. DURBOROW & CO., AUCTIONERES Nos. 232 and 234 MAREET street, corner of Bank street. Successors to John B. Mydrs & Co. SPECIAL SAIE OF 10,000 DOZEN GERMAN HOSIERY.

HOSIERY.
On Friday Morning,
June 9, at 10 o'clock, on four months' credit, embracing full lines of a favorite importation. 5 29 4t SALE OF CARPETINGS, OIL CLOTHS, 500 ROLLS WHITE AND RED CHECK CANTON MAT-TINGS, ETC., On Friday Morning,

June 2, at 11 o'clock, on four months LARGE SALE OF FRENCH AND OTHER EU-ROPEAN DRY GOODS. On Monday Morning, June 5, at 10 o'clock, on 4 months' credit. 5 30 5t

SALE OF 2000 CASES BOOTS, SHOES, HATS, TRAVELLING BAGS, ETC. On Tuesday Morning. June 6, at 10 o'clk, on four months' credit [531 5t

SHERIFF'S SALE.

By Order of WILLIAM R. LEEDS, Esq., High
Sheriff of the city and county of Philadelphia, under
and by wirtue of divers writs of Fieri Facias to him BUNTING, DURBOROW & CO., Auctioneers, BUNTING, DURBOROW & CO., Auctioneers, will sell at Public Vendue or Auction.
On Wednesday,
June 7, 1871, at 10 o'clock A. M., at the store of Peabody & Weston, No. 723 Chesnut street, for cash, the entire stock of carpetings, mattings, etc., together with the lesse, good will, and fixtures of store. Taken in execution and to be sold as the

property of Peabody & Weston.
5 31 5t WILLIAM R. LEEDS, Sheriff.
Sheriff's Office, Philadelphia, May 36, 1871. BY BARRITT & CO., AUCTIONEERS
CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra
charge.

Peremptory Sale 450 LOTS STRAW GOODS, ART FICIAL FLOW-ERS, Hosiery, Linen Goods, Suspenders, Clothing, Overskirts, Pocket and Table Cutlery, Soaps,

etc., by catalogue. On Friday morning, June 2, commencing at 10 o'clock. L IPPINCOTT, SON & CO., AUCTIONERRS. CONCERT HALL AUCTION ROOMS, No. 1918

T. A. MCCLELLAND, AUCTIONEER.
Personal attention given to sales of household frasnture at dwellings.
Public sales of furniture at the Auction Rooms.
No. 1219 Chesnut street, every Monday and Thurs.

For particulars see "Public Ledger." N. H.—A superior class of furniture at private said

FURNITURE.

FURNITURE.

The undersigned most respectfully announces to his patrons, friends, and the public generally, that in anticipation of extensive alterations and improvements to his store and warerooms, he will offerth balance of his entire stock of FURNITURE

At Greatly Reduced Prices. All of which is warranted fully as well made as made to order. Be adopts this method of giving purchasers an

Extremely Low Prices In preference to having a sale at auction.

A cordial invitation is hereby extended to all who are in need of first-class goods.

C. VOLLMER.

Manufacturer of Cabinet Furniture, No. 1108 CHESNUT STREET. PHILADELPHIA. 5.5 stutb2m JOSEPH H. CAMPION (late Moore & Campion), WILLIAM SMITH, RNHAND W. CAMPION)

SMITH & CAMPION.

BICHARD B. CAMPION.

Manufacturers of FINE FURNITURE, UPHOLSTERINGS, AND IN-TERIOR HOUSE DECORATIONS,
No. 249 SOUTH THIRD Street,
Manufactory, Nos. 215 and 217 LEVANT Street,
Philadelphia.