A Discovery About Corn.

In this thinking and observant age new ideas and discoveries are constantly being made known, many of which, if true, are never heard after, while others pass into the treasury of established fact, when their merit has been proven. We have just met with the following paragraph in an exchange:

"An intelligent and reliable farmer, who has for many years been making experiments with corn, has discovered an importance and value in replanting corn which is quite novel and worthy of publication. We have always thought replanted corn was of no consequence; he replants whether it is needed or not—or rather he plants two or three weeks after crops are planted, about every fifteenth row each way. He says if the weather becomes dry during the filling time, the silk and tassel does not recover. Thus for want of pollen, the new silk is unable to fill the office for which it is designed. The pollen of the replanted corn is then ready to supply the silk, and the filling is completed. He says nearly all the abortive ears, so common to the corn crop, are caused by the want of pollen, and that he has known ears to double their size in the second filling.

Shoeing a Camel.

A traveler from Pekin to Siberia, across the great desert of Gobi, tells us that whenever a camel's feet have become very tender and sore from long marches, the poor creature lies down. His driver knows at once that his feet hurt him, and looks to find out if the thick skin of the feet is blistered. When ever a blister is found, two or three strong men, usually Mongols, keep watch of the camel until he is not noticing them. At just the right moment they make a rush altogether upon the camel, throw it over upon the side and make it fast. Then, with a needle made for that purpose, they sew a square piece of leather large enough to cover the hurt place over the camel's foot, the skin of which is quite thick enough to sew through without hurting the animal. With his new shoes on, the camel is quite ready to get up and march on. The pieces of leather are very carefully prepared for this use. It sometimes happens that a camel lies down in the midst of his long march across the wide desert and dies. The natives take the thickest part of his skin to make shoes of. These bits of skin they take out, day after day, when on the march, and pull until they become soft and yielding, that a camel with blistered feet seems grateful to have shoes made of it, although he would resist the shoeing to the last were he not held so that he could not move.

CHEAP POULTRY YARD.—Set posts firmly in the ground, six feet high, eight feet apart. Take No. 9 wire, and stretch from post to post outside, fastening with staples made of wire driven into posts. Place three wires one inch apart one foot from the ground, another three at three feet ten inches from ground; another three at top of posts. Take common laths and weave in, leaving three inches space between sides of each. This makes the fence four feet high. Then take other laths, picket end one, and chamfer the other like a chisel blade, and interweave among the top wires; then shove the chamfered edge down beside the top of the bottom lath, lapping under wires two inches. This makes cheap, durable, pretty fence, that is seven feet and ten inches high, and fowl tight. Wires should be left somewhat slack, as interweaving the laths will take it up.—THE POULTRY WORLD.

A correspondent of the Chicago INTER-OCEAN writing from Salt Lake City, says: "Contrary to the statement of sensational writers, President Young and his chief followers are still here, and here they will remain. Brother Bringham is as much 'lord of all he surveys' as ever he was and shows no signs of personal dilapidation. His tours through the Territory are annual, he informs me, and are to look after his pet colonization system. The colony that has created so much newspaper sensation, having failed to find another Jordan as yet, is moving farther south in Arizona, and may make a halt at an important point on the Southern Pacific Railway, which is looking like unto the carrying out of a collusion said to exist between Bringham Young and Thomas Scott, President of the road in reference to some big schemes reported to be afoot down there."

A WASHINGTON correspondent says that during a recent civil service examination in the Interior Department, the candidates for admission to clerkships were asked to state the distance of the planet Saturn from the earth. One candidate answered that he was unable to state the distance in miles, but did not think it was sufficently near to interfere with the performance of his duties as a clerk, or to get him in any of the rings.

A RAILROAD employe in Boston recently found a pocket-book containing $600, and on returning it to its owner received a reward of $2. The man has since been grumbling about his reward, but a correspondent of the Boston Advertiser points out that if the man was as honest as he pretends, he would not have accepted any reward whatever for simply doing his duty.

PRIME HUNGARIAN

GRASS SEED,

at

W. N. CHANDLER'S,

my16.13 No. 61 Market Street

1873. SUMMER. 1873.

Notwithstanding our immense disposal of Summer goods, we are again prepared, by a second supply, to furnish our customers with

SPLENDID SUMMER CLOTHING,

in great variety of style, shade, color and pattern. Linens, ducks, alpacas, cheviots, cassimeres, diagonals, &c. The attention of the public is especially called to the large stock of LINEN DUSTERS, suitable for travelling. In addition to the ready made work, by the assistance of an experienced tailor, gentleman can have their clothes cut and made to order at moderate prices, and a perfect fit guaranteed.

All articles pertaining to Men's Furnishing Goods in many varieties and styles.

JOSEPH ROW,

316 MARKET STREET,

ap4 Wilmington, Del.

PATRICK HASSAN'S

Carpets and Furniture

WARE ROOMS,

And Children's Carriage Depot,

No. 219 WEST SECOND STREET,

Wilmington, Del.

Constantly on hand a large and varied assortment of Carpets, Oil Cloths, Bureaus, Tables, Stands, Chairs, Bedsteads, Lookin Glasses, Clocks, Mattresses, and the House Furnishing Goods, generally of the latest styles and made in the best manner, to which the attention of the Ladies and Gentlemen is particularly invited.

Children's Coaches a Specialty.

Any of the above named goods, will be sold lower for cash than they can be purchased at any other house in the City, or at very moderate rates on instalments.

Having the largest and greatest variety of goods of any house in the City the public will consult their interest by giving him a call before purchasing elsewhere. PATRICK HASSAN,

No 219 West Second Street,

je9-3m Wilmington, Del.

WILMINGTON DISPENSARY,

518 Orange street,

Opendaily om 4 to 5 p. m. my9-3m

ENOCH MORGAN'S SONS

SAPOLIO

is a substitute for soap for all Household purposes, except washing clothes.

SAPOLIO

for cleaning your House will save the labor of one cleaner. Give it a trial.

SAPOLIO

for Windows is better than Whiting or Water. No removing curtains and carpets.

SAPOLIO

cleans Paint and Wood, in fact the entire house, better than Soap. No slopping. Saves labor. You can't afford to be without it.

SAPOLIO

for Scouring Knives is better and cleaner than Bath Brick. Will not scratch.

SAPOLIO

is better than Soap and Sand for polishing Tinware. Brightens without scratching.

SAPOLIO

Polishes Brass and Copper utensils better than Acid or Oil and Rotten Stone.

SAPOLIO

for Washing Dishes and Glassware is invaluable. Cheaper than soap.

SAPOLIO

removes Stains from Marble Mantles, Tables and Statuary, from hard finished Walls, and from China and Porcelain

SAPOLIO

removes stains and Grease from Carpets and other woven fabrics.

There is no one article known that will do so many kinds of work and do it as well as Sapolio. Try it.

HAND **SAPOLIO** a new and wonderfully effective Toilet Soap, having no equal in this country or abroad.

HAND **SAPOLIO** as and article for the Bath, "reaches the foundation" of all dirt, opens the pores and gives a healthy action and brilliant tint to the skin.

HAND **SAPOLIO** Cleanses and Beautifies the Skin instantly removing any stains or blemish from both hands and face.

HAND **SAPOLIO** is without a rival in the world for curing or preventing roughness and chapping of either hands or face.

HAND **SAPOLIO** removes Tar, Pitch, Iron or Ink Stains and Grease; for workers in Machine Shops, Mines, &c., is invaluable. For making the Skin White and Soft, and giving to it a "bloom of beauty," it is unsurpassed by any Cosmetic known.

HAND **SAPOLIO** costs 10 to 15 cents per cake, and every body should have it. You will like it.

Don't Fail to Try These Goods.

Buy it of your merchant if he has it or will procure it for you. If not then write for Pamphlet. "All about Sapolio," and it will be mailed free.

ENOCH MORGAN'S SONS,

20 Park Place, N. Y.

je9,'73-1y-eod-eow

Dry Goods, Notions, &c.

WM. B. SHARP.

No. 4 East Third Street,

Has opened a full assortment of

NEW AND SEASONABLE

DRY GOODS

Handsome Dress Fabrics, splendid qualities of

BLACK SILKS JAPANESE SILKS &c.

Always on hand a full stock of

MOURNING GOODS,

of the latest styles and most reliable makes. A line of

DOMESTIC GOODS,

At the lowest rates.

WM. B. SHARP

No. 4 East Third Street,

apr4-1y WILMINGTON, DE

SPRING AND SUMMER GOODS,

108 pieces of New Dress Goods, from 12½ cents to $2 50 a yard.

300 Ladies' and Misses' Suits, from $2 to $25.

30 dozen Ladies' Kid Gloves, at 75 cents, have been sold at $1.00.

30 dozen Ladies' 2 button Kid Gloves, 90 cents.

78 Shawls, from $2.25 to $50.

FRINGES,
GIMPS,
BUTTONS,
the latest novelties.

M. L. LICHTENSTEIN

226 Market Street.

209 NEW STORE! 209

SMITH & WEST.

209 MARKET STREET.

WE have now opened a handsome and complete line of fancy and staple

DRY GOODS.

comprising all the newest designs and most reliable makes. In our domestic goods we have full lines at the lowest rates, and we solicit examination of our stock generally.

1TH & WEST

1y1v 209 Marketstreet.

JAMES BAXTER,

DEALER IN PURE FOREIGN AND DOMESTIC

WINES AND LIQUORS,

NO.13 MARKET STREET,

may2-11 WILMINGTON, DEL

Painters and Glaziers.

S. K. CLOUD,

Painter and Grainer,

No. 212 Orange Street.

(BASEMENT.)

WILMINGTON, DELAWARE.

Paints scientifically mixed and mechanical applied. mry26-d

F. C. LEHMAN,

FRESCOE PAINTER.

Residence, 421 Taylor Street.

Post Office Box 497, WILMINGTON, DEL

JAMES FRANCE,

HOUSE SIGN AND SHIP PAINTER

PAPER HANGER, &c.,

No. 512 KING STREET,

Next door below Post Office, Wilmington, Del.

Would respectfully inform his friends and the public generally, that he is now prepared to do all work in his line, such as House, Sign and Ship Painting, Graining, Glazing, Paper Hanging, &c. All work intrusted to his care will receive personal attention. Country work attended to.

JOHN D. MITCHELL,

SIGN AND ORNAMENTAL PAINTER,

Sign Rooms, Corner 2nd and King and 5th and Market Streets,

WILMINGTON, DELAWARE.

Show Cards "a speciality" of all descriptions, shapes and ideas. Your custom is respectfully solicited. Jel3-dlm

JAMES BRADFORD

DEALER

PAINTS, OILS, VARNISHES,

WINDOW GLASS.

Cement and Calcined Plaster

Paints, white lead, red lead, white zinc, iron paint, lubricating oils, linseed oil, sperm oil, lard oil, neats foot oil, coal oil, Tilden & Nephew's varnishes, English varnishes, alcohol, turpentine, paint mills, paints ready mixed, artists' materials, wax flower materials, decalcomania pictures all kinds of foreign and domestic glass, stained ornamental and engraved; coach painters' material, stencil colors, ladders of different lengths, ready glazed sash, gold leaf, bronzes, vermillions, looking glass plates.

Nos. 6 and 8 East Third Street,

WILMINGTON, DEL.

N. B.—Particular attention paid to House and Ship Painting, Sign Writing, &c.,&c.

apl

Hardware and Machinery.

GARRETT, KENT & CO.,

IMPORTERS AND MANUFACTURERS AGENTS FOR

IRON,

STEEL,

HARDWARE

AND

COACH MATERIAL,

Havethe

Largest Stock of Goods in the State

in their line,

and Best Assorted Stock in the United States.

Nos. 205 & 207 Shipley & 210 & 212 Orange Streets,

WILMINGTON, DEL.

ESTABLISHED 1827.

McINTIRE & JAMES,

DEALERS IN

BUILDING AND FANCY

HARDWARE,

CARPENTER'S TOOLS,

PAINTS, OILS, GLASS, &C.

ALSO,

ROSENDALE CEMENT

204 Market Street.

apr29-1 WILMINGTON, DEL.

WM. GREEN & Co.

Successors to Pedrick, Green & Co.,

Importers and Dealers in

IRON AND STEEL,

BITUMINOUS COAL, GALVANIZED IRON, COACH-BUILDERS' HARDWARE &c.

S. E CORNER OF

THIRD AND SHIPLEY STS.,

Have always on hand a full assortment of IRON AND STEEL, Best brands of American Hammered & Rolled Bars, English Refined Bars of all sizes, Band, Hoop, and Slit Iron, best Norway Nail Rods and Auger Shapes, Galvanized and Blacksheet Iron, Cast, Shear, Blister German Swede, Spring, Tire Machinery, and Tap Steel.

Smith, Coach, and other Hardware—Horse Shoes Horse Shoe Nails, Borax, Bolts, Clips, Nuts, Washers, Malleable Castings, Wagon Boxes, Springs, Axles, Spokes Felloes, Shafts, Bows, &c., Carriage Canvass, Oil Carpets Hattinett, Enameled Top and Dash Leather, and Coach Hardware of all kinds; Iron Wire Galvanized Nails, Babbit Metal, Lead, Spelter, Banca Tin, Sheet Zinc, &c., Grindstones, Cranks and Rollers, Back Chains, &c., &c.

Smiths' and other Tools—Anvils, Vices Bellows Sledges, Hammers, Shoeing Knives, Files, Rasps Smiths' Drills, Tire Benders, Twere Irons, Stocks and Dies.

All of which will be sold at very low prices, wholesale and retail, for cash or approved credit.

March 2, 1867.—tin6se

Railroad Lines.

Philadelphia, Wilmington and Baltimore Railroad.

TIME TABLE.

Taking effect Sunday, June 29th, 1873.

Philadelphia and Washington Express Trains are designated thus, 11 30*. New York and Washington Express Trains, thus, 12 15*. The 12 15 p m train from Philadelphia connects for Fortress Monroe and Norfolk.

On account of difference of time, trains leave Baltimore by city time five minutes earlier than stated below.

SOUTHWARD.

Trains from Philadelphia will leave depot, corner of Broad street and Washington avenue as follows:

For 58th street, 7 00, 8 15, 10 00, 10 45 a. m., 12 30, 2 15, 3 30, 4 45, 5 45, 6 30, 7 00, 9 15, 11 45 p. m.
" Mt. Moriah 7 00, 8 15, 10 00 10 45 a. m., 12 30, 2 15, 3 30, 4 45, 5 45, 6 30, 7 00, 9 15, 11 45 p. m.
" Bonnaffon, 7 00, 8 15, 10 00, 10 45 a. m., 12 30, 2 15, 3 30, 4 45, 5 45 6 30, 7 00, 9 15, 11 45 p. m.
" Paschall, 7 00, 8 15, 10 00, 10 45 a. m., 12 30, 2 15, 3 30, 4 45, 5 45 6 30, 7 00, 9 15, 11 45 p m.
" Darby, 7 00, 8 15, 10 00 10 45 a. m., 12 30, 2 15, 3 30 4 45, 5 45, 6 30, 7 00, 9 15, 11 45 p m.
" Sharon Hill, 7 00, 8 15, 10 00, 10 45 a m. 12 30 2 15, 3 30, 4 45, 5 45, 6 30, 7 00, 9 15, 11 45 p m.
" Glenolden, 7 00, 8 15 10 00, 10 45, a m, 12 30, 2 15, 3 30, 4 45, 5 45, 6 30, 7 00, 9 15, 11 45 p m.
" Moore's 7 00, 8 15, 10 00, 10 45 a m, 12 30, 2 15 2 30, 3 30, 4 45, 5 45, 6 30, 7 00, 9 15, 11 45 p m.
" Ridley Park, 7 00, 8 15, 8 30, 10 00, 10 45 a. m., 12 30, 2 30, 3 30, 4 45, 5 15, 6 30, 7 00, 9 15, 11 45 p. m.
" Crum Lynne, 7 00, 8 15, 10 00, 10 45 a. m, 12 30 2 30, 3 30, 4 45, 6 30, 7 00, 9 15, 11 45 p m.
" Chester, 7, 8 15, 8 30, 10, 10 45 a m. 12 30, 2 30 3 30, 4*, 4 30, 4 45, 5 15, 6 30, 7 00, 9 15, 11 30,* 11 45 p m.
" Lamokin 7, 8 15, 8 30, 10, 10 45 a m; 12 30, 2 30, 3 30, 4 30 4 45, 5 15, 6 30, 7 00, 9 15, 11 45 p m.
" Thurlow, 7 00, 8 30, 10 45 a m; 2 30, 3 30, 5 15, 7 00, 9 15, p m.
" Trainer's, 7 00, 10 45 a m; 2 30, 3 30, 5 15, 7 00, 9 15 p m.
" Linwood, 7 00, 8 30, 10 45 a m; 2 30, 3 30, 5 15, 7 00, 9 15, 11 30* p m.
" Claymont, 7 00, 8 30, 10 45 a m; 2 30, 3 30, 5 15, 7 00, 9 15, 11 30* p m.
" Bellevue, 7 00, 8 30, 10 45 a m, 2 30, 3 30, 5 15, 7 00, 9 15 p m.
" Wilmington, 7 00, 8 30, 10 45 a m; 12 15*, 2 30, 3 30, 4* 5 15, 7 00 9 15, 11 30* p m.
" Newport, 8 30 a m; 4*, 5 15 p m.
" Stanton, 8 30 a m; 4*, 5 15 p m.
" Newark, 8 30 a m; 4* 5 15, 11 30* p m.
" Elkton, 8 30 a m; 4*, 5 15, 11 30* p m.
" North East, 8 30 a m; 4*, 5 15, 11 30* p m.
" Charlestown, 8 30 a m; 4, 5 15 p m.
" Principio, 8 30 a m, 5 15 p m.
" Perryville, 8 30 a m; 12 15*, 4, 5 15, 11 30* p m
" Havre de Grace, 8 30 a m; 12 15*, 4*, 11 30* p m.
" Aberdeen, 8 30 a m, 4*, 11 30* p m.
" Perrymansville, 8 30 a m; 4*, 11 30* p m.
" Edgewood, 8 30 a m; 4*, 11 30* p m.
" Magnolia, 8 30 a m; 4*, 11 30* p m.
" Chase's, 8 30 a m, 4* p m.
" Stemmer's Run 8 30 a. m., 4* p m,
" Baltimore, 8 30 a m; 12 15* 4* 1 30* p. m.

NORTHWARD.

Trains for Philadelphia will leave as follows:

From Baltimore, 7 30, 9 35* a m; 2 55*, 7 30*, 10 45* p m.
" Stemmer's Run, 7 57 a m.
" Chase's, 8 08 a m., 3 32* p m.
" Magnolia, 8 22 a m; 3 45*, 8 16* p m.
" Edgewood, 8 27 a m; 3 47* p m.
" Perrymansville, 8 39 a m; 3 59*, 8 33* p m.
" Aberdeen, 8 46 a m; 8 41* p m.
" Havre de-Grace, 12 07*, 8 57, 10 48* a m; 4 17*, 8 15* p m.
" Perryville, 12 16*, 6 45, 9 06, 10 58* a m; 4 26*, 9 01* p m.
" Principio, 6 53, 9 14 a m.
" Charlestown, 6 59, 9 20 a m; 9 13* p m.
" North East, 7 05, 9 26 a m; 4 45*, 9 19* p m.
" Elkton, 7 19, 9 41 a m; 4 59*, 9 32* p m.
" Newark, 7 33, 9 55 a m; 5 13*, 9 46* p m.
" Stanton, 7 46, 10 06 a m; 9 57* p m.
" Newport, 7 53, 10 11 a m; 10 02* p m.
" Wilmington, 1 35*, 6 15, 7 10, 8 10, 10 05, 10 30 a m., 12 30*, 2 00, 4 00, 5 5*, 7 15, 10 24* p m.
" Bellevue, 6 34, 7 21, 8 22, 10 17 a m; 2 12, 4 12, 7 27 p m.
" Claymont, 6 50, 7 29, 8 30, 10 25, 10 50 a m; 2 20, 4 20, 7 35, 10 40* p m.
" Linwood, 7 0, 7 35, 8 37, 10 32, 10 56 a m; 2 27, 4 26, 7 41, 10 44* p m.
" Trainer's, 7 02, 7 37, 8 39, 10 34 a m; 2 29, (4 28 Saturdays only) 7 43 p m.
" Thurlow, 7 08, 7 40, 8 42, 10 38, 11 01 am; 2 33, 4 32 7 47 p m.
" Lamokin, 5 45, 7 12, 7 43, 8 26, 8 45, 9 16, 10 41, 11 04 a m; 1 00, 1 45, 2 36, 4 35, 5 30, 6 20, 7 50 p m.
" Chester, 5 48, 7 16, 7 47, 8 31, 8 48, 9 18, 10 45, 11 07 a m; 1 03, 1 48, 2 40, 4 38, 5 33, 6 19*, 6 33, 7 53, 10 54* p m.
" Crum Lynne, 5 54, 7 26, 7 53, 9 24, 11 51 a m., 1.54, 2.46, 5.29, 6.39, 7 59 p m.
" Ridley Park, 5 57, 7 26, 7 56, 8 56, 9 27, 10 54, 11 16 a m., 1 12, 1 57, 2 49, 4 47, 5 42, 6 42, 8 02, 11 02 p m.
" Moore's, 6 00, 7 00, 7 28, 9 30, 10 57 a m., 2 00, 2 52 4 35, 5 45, 6 45, 8 05, p m.
" Glenolden, 6 03, 7 04, 7 32, 8 01 9 33, 11 00 a m., 1 17, 2 03, 2 55, 4 39, 5 48, 6 48, 8 09, p m.
" Sharon Hill, 6 06, 7 08, 7 36, 8 05 9 36, 11 04 a m., 1 20, 2 06, 2 58, 4 43, 5 51, 6 51, 8 13 p m.
" Darby, 6 09, 7 11, 7 40, 8 09, 9 07, 9 39, 11 08 a m., 1 23, 2 09, 3 10, 4 46, 5 54, 6 54, 8 16 p m.
" Paschall, 6 11, 7 14, 7 43, 8 12, 8 48, 9 41, 11 11 a m., 1 26, 2 12, 3 04, 4 49, 5 57, 6 57, 8 19 p m.
" Bonnaffon, 6 13, 7 16, 7 55, 9 43, 11 13 a m., 2 14, 3 06, 4 51, 5 59, 6 59, 8 21 p m.
" Mt. Moriah, 6 15, 7 18, 7 47, 9 45, 11 15 a m., 2 16, 2 08, 4 53, 6 01, 7 01, 8 23, p m.
" 58th street, 6 17, 7 20, 7 49, 9 47, 11 17, a m., 2 19, 3 10, 4 55, 6 03, 7 03, 8 25 p m.

PORT DEPOSIT BRANCH.

Trains from Port Deposit will leave as follows:

For Perryville, 6 30, 8 30, 11 00 a m; 4 00, 5 50 8 35, p m

For Havre-de-Grace and Baltimore, 6 30, 11 00 a m; 2 00, 5 50 p m.

For Baltimore and way stations, 6 30, 11 00 a m; 5 50 p m.

Trains for Port Deposit will leave as follows:

From Baltimore, stopping at all way stations, 7 30 a m; 5 05 p m.

From Baltimore, stopping only at Havre-de-Grace and Perryville, 9 50 a m.

From Baltimore, stopping only at Chase's, Magnolia, Edgewood, Perrymansville, Havre de-Grace and Perryville, 2 55 p m.

For Perryville, 7 30, 9 06, 11 25 a m. 4 25, 7 00, 8 03 p m.

☞ The 11 25 a m, 7 00 and 8 03 p m trains from Perryville connect at that place with trains from Philadelphia.

DELAWARE DIVISION.

Trains from Philadelphia will leave as follows:

For Stations on Delaware Division and all connections, 8 30 a m.

New Castle, 7 00 a. m., 1 15, 7 00 p. m.

For Seaford and way stations connecting at Clayton for Smyrna and at Townsend with Queen Anne's and Kent Railroad for all stations, 5 15 p m.

For Delmar and way stations 8 30 a m; 11 30 p m.

Trains for Philadelphia leave as follows:

From Wilmington connecting with Delaware Division train from Seaford and way stations, with Smyrna train at Clayton; and with Kent County trains at Townsend, 10 30 a m.

From Wilmington, connecting with trains from all stations on Delaware Division and all connections, 4 00 p m.

From Wilmington, connecting with train from Delmar and way stations 4, 10 24 p m.

From Wilmington, connecting with train from New Castle, 8 10 a m 1 10, 7 15 p m.

PHILA. AND BALT. CENTRAL RAILROAD.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroads.

Trains from Philadelphia will leave as follows:

For Port Deposit, 7 00 a m 4 30 p m

For Oxford, 7 00, a m; 4 30, 4 30 p m., (3 30 p m Wednesdays and Saturdays.)

For Chadd's Ford, 7 00, 10 00 a m; 4 30, 6 30 p m; (3 30 p m Wednesdays and Saturdays.)

For Kennett, 7 00, 10 00 a m., 4 30, 6 30 p m. (3 30 p m., Wednesdays and Saturdays.)

Trains for Philadelphia will leave as follows:

From Port Deposit, 9 25 a m., 4 25 p m;

From Oxford, 6 15, 10 30 a m; 5 30 p m.

From Chadd's Ford, 6 15 7 34, 11 34 a m; 4 20, 6 48 p m.

From Kennett, 7 19, 11 28 a m 3 50, 6 25 p m

☞ The 6 15 a m and 4 00 p m trains from Wilmington connect at Lamokin with trains from Philadelphia for the Philadelphia and Baltimore Central Railroad.

SUNDAY TRAINS.

No trains will be run on Sunday except those named below:

Trains from Philadelphia will leave as follows:

For Lamokin and Intermediate Stations, 1 00 p m.

For Wilmington and way stations 8 00 a m. 9 15 p m.

For Baltimore, stopping at the principal stations, 11 30* p m.

Trains for Philadelphia will leave as follows:

From Lamokin and Intermediate Stations, 9 15 a m.

From Wilmington, stopping at way stations, 5 30, 6 30 p m.

From Baltimore, stopping at principal stations, 7 30*, 10 45* p m. H. F. KENNEY Sup't.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD.

SPECIAL NOTICE.

On and after WEDNESDAY, October 18th, 1871, a passenger car will be attached to the freight train leaving Philadelphia 9.00 p. m., for Wilmington.

The train will stop at Stations as follows, when signalled: Gray's Ferry, 9,12 p. m. Lazaretto 9,38 p.m'; Chester, 9.41 p. m; Lamokin, 9.45 p. m; Thurlow 9.49 p. m; Linwood, 9.55 p. m; Claymont, 10.01 p. m Bellevue, 10.18 p. m; arrive Wilmington, 10.30 p m. [oct20] H. F. KENNEY, Sup't.

Philadelphia, Wilmington and Baltimore Railroad.

Delaware Division Time Table.

SPRING ARRANGEMEMT.

On and after MONDAY, April 21st, 1873, (Sundays excepted,) Trains will leave as follows:

NORTHWARD.	Passenger.	Passenger.	Mixed
		A. M.	P. M.
Delmar,		11 00	2 45
Laurel,	A.M.	11 17	3 12
Seaford,	6 30	11 36	3 43
Bridgeville	6 48	11 54	4 20
Greenwood	6 58	12 05	4 40
Farmington	7 08	12 15	4 55
Harrington,	7 25	12 30	5 20
Felton,	7 36	12 50	5 42
Canterbury,	7 43	12 57	5 49
Woodside,	7 49	1 04	5 56
Wyoming,	7 56	1 14	6 10
Dover,	8 03	1 25	6 23
Moorton	8 14	1 37	6 40
Brenford	8 21	1 45	6 48
Smyrna,	8 05	1 35	
Clayton,	8 29	1 54	6 56
Green Spring,	8 34	2 00	7 02
Blackbird,	8 43	2 12	7 12
Townsend,	8 51	2 20	7 18
Middletown,	9 09	2 38	7 39
Mt. Pleasant,	9 19	2 49	7 52
Kirkwood,	9 29	3 00	8 06
Rodney,	9 33	3 05	
Bear,	9 41	3 15	
State Road,	9 46	3 20	
New Castle,	9 55	3 33	
Wilm'gton, arrive	10 15	3 55	8 37
Philadelphia, arrive	11 45	5 25	9 00
	P.M.		11 30
			A. M.
Baltimore, arrive	1 16	8 10	3 50

SOUTHWARD.	Passenger.	Passenger,	Mixed.
	A. M.	P. M.	P. M.
Philadelphia,	8 30	5 00	11 30
Baltimore,	7 25	2 55	7 30
Wilmington	10 10	6 25	12 56
New Castle	10 30	6 45	1 20
State Road,	10 35	6 50	
Bear,	10 45	7 00	
Rodney,	10 59	7 05	
Kirkwood	10 57	7 13	
Mt. Pleasant	11 07	7 28	
Middletown	11 15	7 41	2 24
Townsend,	11 24	7 54	2 38
Blackbird,	11 33	8 00	
Green Spring,	11 48	8 6	
Clayton	11 56	8 14	
Smyrna (arrive)	12 10	8 30	3 05
Brenford,	12 01	8 19	
Moorton,	12 09	8 25	
Dover,	12 24	8 37	3 42
Wyoming,	12 32	8 44	3 52
Woodside,	12 40	8 51	
Canterbury,	12 45	8 56	
Felton	12 50	9 02	4 09
Harrington,	1 07	9 16	4 17
Farmington,	1 15	9 26	4 31
Greenwood,	1 26	9 34	5 05
Bridgeville	1 37	9 46	5 20
Seaford,	1 58	10 05	5 47
Laurel,	2 12		6 11
Delmar,	2 25		6 30

The Mixed Train will run subject to delays incident to freight business, and will stop only at stations where time is given.

NEW CASTLE TRAINS.

Leave New Castle for Wilmington and Philadelphia at 7.40 A M. Leave Philadelphia at 12 15 P.M. and Wilmington at 1.25 P. M., for New Castle.

SMYRNA BRANCH TRAINS.

Additional to those above, leave Smyrna for Clayton 11.30 a. m., and 7.35 p. m., Leave Clayton for Smyrna 8.40 a. m., and 2.00 p. m., to make connection with trains to and from Dover, and stations South.

CONNECTIONS.

At TOWNSEND, with the Kent County and Queen Anne's & Kent Railroads.

At CLAYTON, with the Maryland and Delaware Railroad.

At HARRINGTON, with the Junction and Breakwater Railroad.

At SEAFORD with the Dorchester and Delaware Railroad.

At DELMAR, with the Eastern Shore Railroad and Wicomico and Pocomoke Railroad.

H. F. KENNEY, Supt.

Philadelphia, Wilmington and Baltimore Railroad.

DELAWARE DIVISION.

IMPORTANT NOTICE—On and after Monday, April 21st, 1873, a Passenger Train will leave Seaford at 6.30 a. m. for Philadelphia, Baltimore and intermediate stations.

The 5.25 p. m. train from Wilmington with Philadelphia and Baltimore connection, will run to Seaford. Arriving at 10.00 p. m. Making three daily trains to and from Seaford.

On and after the above date this Company will discontinue running the early morning and evening trains between Milford and Harrington.

H. F. KENNEY, Sup't.

Wilmington and Western R. R.

TIME TABLE.

SPRING ARRANGEMENT.

Commencing April 7th, trains will run as follows:

Leave Wilmington 7 00, 10 40 a m, and 5 35 p m.

Leave Landenberg 6 45, 10 55 a m and 3 50 p m.

Arrive at Wilmington 7 55 a m. 1 00 and 5 00 p m.

Arrive at Landenberg 9.20, 11 57 a m and 7 00 p m.

CONNECTIONS—Trains leaving Wilmington at 10 40 a m with train leaving Philadelphia at 8.30 a m; Baltimore at 7 30 a m. and Delaware R R trains arriving at 10 15 a m.

Trains leaving Wilmington at 5 35 p m. connects with train leaving Philadelphia at 4 00 p m.

Train arriving at Wilmington at 7 55 a m, with train Philadelphia at 8 10 a m.

Train arriving at Wilmington at 1 00 with train for Philadelphia at 2 00 p m.

Train arriving at Wilmington at 5 00 p m with train for Baltimore and Washington at 5 17 p m; with train for Philadelphia and New York at 5 50 p m, and with Delaware R R trains at 6 25 p m.

SUNDAY TRAINS.

Leave Wilmington 1 00 and 6 30 p m.

Leave Landenberg 8 15 a m., and 4 45 p m.

Arrive Wilmington 9 37 a m., and 6 10 p m.

Arrive Landenberg 2 17 p m., and 7 47 p m.

Trains arriving in Wilmington at 6 00 p m. connect with train for Philadelphia at 6 30 p m.

Omnibus connections between W. and W. and P., W. and B. Depots, and cars of the Wilmington City Railway. DAVID CONNELL, Supt.

ap4 w

WILMINGTON AND READING R. R.

Summer Arrangement.

On and after Sunday, June 22, 1873,

Passenger Trains will run as follows:

TRAINS LEAVE SOUTHWARD.

TRAINS	Nos. 2.	4.	6.	Sunday Trs.
	A. M.	P. M.	A. M.	P. M.
Leave Reading at	7 35	4 10		
" Birdsboro',	8 05	4 30		
" Coatesville,	9 38	6 10	6 20	4 10
" Chadd's Fd.	10 10	7 11	7 30	5 01
Arr at Wilm'gton,	11 30	8 01	8 15	6 00

TRAINS LEAVE NORTHWARD.

TRAINS	Nos. 1.	3.	5.	Sunday Trs.
	A. M.	P. M.	P. M.	P. M.
L've Wilmington	6 30	3 00	5 00	8 45
" Chadd's Ford	7 26	3 50	6 00	9 10
" Coatesville,	8 16	4 50	7 00	11 05
Arr at Birdsboro',	9 56	5 35		
" Reading,	10 30	7 40		

CONNECTIONS.

At Wilmington, with trains to Philadelphia and Baltimore and with Delaware Railroad trains—Nos. 2 and 3 make direct connections with trains to and from Washington.

At Chaddsford, trains Nos. 1, 2, 3 and 4 for Philadelphia. Nos. 4 and 5 with trains for Philadelphia. Trains Nos. 1, 5 and 6 with trains for Port Deposit.

At Coatesville, all trains connect with trains for Philadelphia and Harrisburg. Trains Nos. 2 and 3 make direct connection with trains to and from Philadelphia.

At Birdsboro', trains 1 and 3 connect northward and southward with Philadelphia and Reading Railroad and 2 and 4 with southward bound trains. Train No. 4 connects with train from Philadelphia.

Sunday train will stop at any place to leave off passengers or on being flagged, and connects to and from Oxford and Philadelphia via Chadsford,

C. STOLZ,

General Superintendent

TO THE PUBLIC.

The Wilmington and Reading Railroad Company have completed arrangements to carry Money Packages and Express Matter to and from all points on the line of their road and West Chester.

Also, to all points on the Philadelphia and Reading and Catawissa Railroads, including Reading, Allentown, Columbia, Harrisburg, Lancaster, Downingtown, Mahoney City, Mt. Carmel, Norristown, Pottsville, &c.

For further information apply at the Depot, corner of Front and Madison streets, Wilmington.

Express matter sent to Franklin Telegraph office, No. 2 West Third street, or to their Depot, Front and Madison, or orders left with McMullen & Seal, delivering agents, will receive prompt attention.

C. STOLZ,

an6-tf Gen'l Sup't W. & R. R. R. Co.

BUSH'S

STEAM FREIGHT LINE

Leaves 2d wharf above Chestnut street, Philadelphia, daily at 5 p.m., and French street wharf, Wilmington, at 6 p. m. Freight handled carefully and forwarded with dispatch. G. W. BUSH.

apl