THE GREAT NORTHWEST.

A Friend in Duluth to a Friend in Massa-We have obtained a copy of the following letter written by a master carpenter in Duluth

Duluth to a friend in Springfield, Massachusetts:—
Duluth, Minn., Aug. 16, 1869.—G. D. R.,
Springfield, Massachusetts.—Dear Sir:—Your
favor of August 7, from Winona, is at hand,
and it will afford me much pleasure to answer
your inquiries in regard to the prospects, both
present and for the future, of this young city,
which seems to be attracting considerable which seems to be attracting considerable attention throughout the country; and I will preface by saying that I have no peculiar nterest to promote (having no corner lots or water-fronts to dispose of), but will give you my opinion after looking over the ground and satching the indications personally more than year, and the last two months here on the pot. I will therefore answer your questions in their order, as near as possible.

1st. Has it a good surrounding country? For agricultural purposes it is not first class, the soil being of a strong clayey chareter-not so good as the warmer soils of the central and western portion of Minnesota for grain raising—but a soil upon which the grasses, clover, etc., do very well wherever they have been tried to any extent. The land covered with a dense forest of timber, the different qualities of pine mostly predominating, interspersed with loak, maple, ash, pirch, etc.: and I am informed that in the cear of the ranges of mountains that approach the lake; there are valleys of considerable exent having some very good soil.

2d. Has it a good location on the lake for building purposes?

Where the city of Duluth is laid out, he main or front street runs parallel with the shore at an elevation of from fitteen to twenty cet above the water level-the streets numvered 1st, 2d, 3d, and so on, each above the ther, ascending by an easy grade to a dis-ance of more than a mile. Other avenues rossing these at right angles ascend the slope, having as their base the front of Supefor street; so that at any point on the slope ve have a complete view of the different harors and the open lake, the whole forming one of the finest sights in the world. On the shore of the lake and the bay of Superior, the ite for building docks and warehouses, ele-vators, etc., will be only limited by the denands of commerce.

3d. What business is overdone? None, as yet; the business so far having been more of a preparatory nature than otherwise-more in the way of building than anything else. We have four stores in operation doing a general dry goods and grocery rade suitable to the wants of the place; two hardware stores, with a few grocery and provision stores, and these branches will probably not be crowded until the railroad is completed next year, or near that time.

4th. Do banking, real estate, and milling offer any inducements?

I am but little conversant with the banking business. There is one here, however, which seems to be doing considerable business, but should suppose it was sufficient for present heeds. When the railroad is completed, and this becomes the depot for the receiving and shipping of grain, no doubt more capital of hat kind could be profitably employed. As o real estate there is of course considerable peculation, and of course a fair chance of

making money.

In regard to milling, my opinion is that here is not a better situation in the West for hat business. The St. Louis river affords an unlimited amount of water power, about wenty miles from Duluth and immediately on the railroad; and if lumbering was the object, the almost inexhaustible pine forests the material for that; for that which would not be needed here would find a ready market n Southwestern and Western Minnesota, with which you would have connection via he railroad. But the easiest and I think the most profitable would be flouring: the railroad giving you ready access to the great growing egions of Minnesota, and the lake route furhishing cheap transportation to the Atlantic ports, and the lumbering, mining, and other branches of business on the Lake border, giving a market for all kinds of mill ged; or otherwise all surplus offal could be urned to good account by feeding stock, as here will always be a good demand for all kinds of meat. At present I think that a saw mill located at Duluth would be a first-rate nvestment for a person having from five to en thousand dollars. They would find a harket for all kinds of lumber, shingles, etc. t the mill, with the advantage of being right

fom any direction. 5th. Duluth is the terminus of the Lake Superior and Mississippi Railroad, and the ferminus of the Northern Pacific will be determined within the next month. The supposition is that it will strike this road thirty miles from here, and pass in to Duluth on the

the market, as there are no other mills

earer than four miles and on the other side

I the Bay. Timber can be brought by water

ine of this road. 6th. As yet there is no arrangement beween the railroad and steamship companies for a through line, nor will there be any call or it until the completion of the railroad next spring, when no doubt there will be arrangements for through freight and pas-

In regard to canals for improving the harbor, there is one contemplated to unite the waters of the main lake with the Bay of Superior, across Minnesota Point, a narrow peninsula extending a distance of seven miles and dividing the main lake from Superior Bay. The point, where the canal would cross, s only twenty rods across.

Your last question is what are the reasons for supposing that Duluth will continue to

grow to a great city? Its geographical position warrants such a conclusion, and precedent warrants it. Go east along the great chain of lakes and we see Toledo at the head of Lake Erie. Go to the head of Lake Michigan and you see a Chicago and Milwaukee, none of which places are imnediately surrounded by a fine agricultural country, but by being the centres to which he products of other places were thrown by the different channels of transportation. According to the same law, Duluth, standing at he head of lake navigation on the continent, with the great grain fields of Minnesota, Northern Iowa, Dacota, and the vast country to be developed by the Pacific Railroad, and with no possible chance for a Duluth, Chicago. or Milwaukee west of it, is by the same law of geographical position destined to grow secording to the wants of the great country for which it is the natural outlet, just as Chieago. Milwankie, and other points have done

farther east. Hoping that my answers, although probably deficient in many respects, will partly satisfy your mind in regard to Duluth, I will close by saying that for a man having capital and wishing for a new location, that it will pay to make a personal visit, and by that means you could form your own conclusions after an examination of the premises. If you wish for any other information which I can other State in the Union.

—The Lawrence Republican claims that Kansach in the corn crop will this year lead every other State in the Union.

give you through the medium of a letter, I will at any time be ready to oblige you.

Very respectfully yours, J. G. P. Very respectfully yours,

CONSIDERATE HIGHWAYMEN.

They Take \$30,000 in Gold and Leave \$40,000.

From the Chicago Tribune of Tacsday. Mr. Charles R. Stewart, of the Helena (Montana) Herald, and Lieutenant J. S. Stafford, United States army, arrived in this city yesterday from Helena. From them we learn the facts of a heavy robbery perpetrated in Utah about a week are

The Wells & Fargo coach, which left Helena on the 29th ult., on reaching Malade Summit, U. T., sixty miles north of Corinne, about midt. T. sixty miles north of Corinne, about mid-night on the 31st, was stopped by eight men, closely masked. One of them informed the pas-sengers that they need not feel disturbed, as there was no intention to molest them; and coolly asked Lieutenant Stafford, and also Major Cullen, of the Indian Bureau, for a chew of tobacco. The highwaymen then ordered the triver to throw from the conch the treasure. driver to throw from the coach the treasure, which was in care of the express company: and he threw off one box, containing from \$4000 to \$5000 in gold. A peremptory demand was made for the remainder of the precious freight, when a second box, containing \$24,000 in gold was placed in the possession of the kulghts of the road, who, thereupon, saluted the pasengers courteously, and made off with their

The stage reaching Corinne on the 1st inst. The stage reaching Corline on the 1st fust., information of the robberv was given to the express officials at that point; and Mr. D. Skidmore, paymaster of the company, immediately organized a considerable force of men, and started in pursuit of the highwaymen—with what would be account to the control of the control of the highwaymen—with

what result is not yet known.

But for the courtesy of the marauders, they would have reaped a much richer harvest, as the passengers in the coach had on their persons an aggregate of \$40,000, not a cent of which was

The "road-agents," as highwaymen are termed in the mountain region, were once pretty effectually driven out by the energetic action of vigilance committees; but it is believed that they have now reorganized in force, and numerous depredations are expected, unless summary justice shall be dealt out to them.

Mr. Stewart comes to Chicago in the interest of his paper, and will give to those concerned valuable information in regard to the trade of Montana.

WHISKY SEIZURES.

Work of Revenue Officers in Wilmington. We are informed that for several weeks United States Collector J. S. Prettyman has suspected the existence of extensive frauds upon the revenue, among certain distillers and other manipulators of whisky, doing business in this city. Having collected evidence supposed to be onclusive, he proceeded this morning to take the legal measures proper in the case, and selzed the following establishments:— Distillery of Archibaid McKinley, No. 100 West Front street.

Alcohol works of Francis Kelley, East Front Rectifying establishment of William Baxter.

ourth and Shipley streets.

Rectifying establishment of John McClafferty, No. 527 East Fifth street. The frauds alleged are charged to have existed for a long time and to involve a large amount of revenue. It is supposed by the officers that the parties engaged in them were all in collusion and

eted upon the same concerted plan, and that the 'Ring' also embraced some wholesale dealers.

It is but just to state that there are honorable dealers in this article in our city who are in no wise implicated in these transactions, but on the contrary aided the Collector in bringing to light evidences of the supposed frauds. The establishment of McKinley is probably worth \$19,000 or \$12,000. Of the value of the other property we are not informed. Suits will be at once in-stituted before the United States District Court for the forfeiture of all of them. McKinley's distillery when the revenue officers of this State were changed by Grant's administration, was in full operation, day and night; it then ran only on that river and its tributaries would furnish the material for that which would operation. Its full capacity is about 500 gallons

per day. Alexander Fulton, United States Supervisor of the Revenue, has been in town for some days. assisting Collector Prettyman .- Wilmington Commercial of Wednesday.

CUBA.

What is Said of an Americo-European Pro-rectorate.

The Paris correspondent of the London Standard, writing on the 21st of August (evening) on

the Cuban revolutation subject, reports:

La France says that without doubt Cuba is now lost to Spain. True, as a last effort, they talk in Madrid of despatching thither 20,000 men against the insurgents when the autumn shall have destroyed the diseases that kill such numbers of European soldiers in a tropical elimate; but this is looked upon as a most sterile sacrifice. Spain is therefore urged to give Cuba its independence at once, under the best possible conditions, without waiting until the inhabitants conquer it for themselves. Such is certainly the advice given in Madrid by General Sickles, the new repre-sentative for Washington. The American diplo-matist is not actually instructed to purchase uba for the United States, but only to offer their mediation for an arrangement between Spain and the colony, the basis being as follows: Spain to give up all rights of sovereignty over Cuba, and the latter to pay a sum in proportion to the revenue drawn from the island mother country, the United States acting as guarantors to the treaty. La France doubts whether the independence of Cuba under the patronage of America is likely to last or to answer the purpose, and some people are inclined to hink that what formerly befell Texas may probably occur again. To prevent this it might be advisable to place the independence and neutrality of Cuba under the collective guarantee of the United States, France, and England. On the other hand, the *Patrie* announces that three important American diplomatists have just arrived in Paris

Mr. Fenton, Mr. Ramsay, and Major-General
Banks, late Governor of Massachusetts and late President of the Chamber of Representatives in Washington, General Banks proposes staying four or five weeks in Paris, during which the Cuba question will most likely be profitably talked over and perhaps settled."

FIGHTING FISK, JR.

FIGHTING FISK, JR.

Be is on His Mettle and Snaps His Fingers at Jonathan.

The Post Office authorities were surprised the other evening by receiving a notice from the officers of the Eric Railway that the Western Mail, which formerly left the city at 620 P. M., must be ready to go at 520. The speed of the through express to Chicago has been increased, so the officers of the road lighten the train as much as possible, and therefore decided on not carrying the mail car. The consequence is, that on Monday night the mail-car was sent out on the 520 train, but the mail not having been sent over to the depot in time, the car was detached at the first station and sent back to meet the 650. On Thesday night the car was again sent out with the 520 train; the mail not having arrived, it was detached at the first station, and not sent back this time. The post office clerk was quietly set up in a baggage car, and left alone in his giory. The post office authorities protest, the Eric officials laugh metrily. How fares the public while the gentlemen amuse themselves? In the first place an hour's difference arises in sending out the mail; business men frequently cannot have all their Southern and Western mail ready for posting before 520, and if it is not posted before that hour, a long delay ensues. Next, the Washington morning mail and the Boston one cannot by any possibility connect with the Western, and a lay-over of twelve hours is the consequence. The result of this system to Eastern merchants is easily imagined. The change which must necessarily take place at the other end of the roate makes a difference of four hours in the arrival of the mail for this city, and the coinection with the Southern mail falls to be made.—N. F. World.

—The Lawrence Republican claims that Kan-

RAILROAD LINES.

FOR CAPE MAY, VIA WEST JERSEY RAIL-Leave Philadelphia, foot of Market street, as follows:9:00 A. M., Cape May Express, due 12:28.
a:15 P. M., Cape May Passenger, due 7:15.
Cape May Freight leaves Camden daily at A. M.

6:30 A. M., Morning Mail, due 10:06 A. M. 5:00 P M., Passenger, due s:22 P. M. Cape May Freight Train leaves daily at 6:40 A. M.

TICKETS.

Annual Tickets, \$100; Quarterly Tickets, \$50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, \$40; 10 Coupons, \$25. Excursion Fickets, \$5, for sale at the ticket offices, No. 328 Chesquit street, foct of Market street, also at Camden and Camden and

street, foot of Market street, also at Cambien and Cape May.
For Miliville, Vineland, Bridgeton, Salem, and intermediate stations, leave Phitadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.
An accommodation train for Woodbury. Mantaa, Barnsboro, and Giassboro leaves Philadelphia cally at 6:00 P. M. Returning, leaves Glassboro at 630 A. M. Commutation books of 100 checks each, at reduced rates, between Philadelphia and all sta-

PREIGHT TRAINS LEAVE CAMDEN For Cape May, Millville, Vineland, etc., etc., 9-20 . M. For Bridgeton, Salem, and way stations, 1200 Freight received at first covered wharf below

Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
NOTICE.
The Sunday Mail Train on the West Jersey Railroad is discontinued. WM. J. SEWELL, Sup't W. J. R. K.

PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains
on the Philadelphia and Erie Railroad will rain as
follows from Pennsylvania Railroad Depot, West
Philadelphia:—

1	WESTWARD,
ı	MAIL TRAIN leaves Philadelphia 9:20 P. M
1	Williamsport 7:30 A. M
	" arrives at Erle S'15 P. M
	ERIE EXPRESS leaves Philadelphia 11:50 A. M.
	" Williamsport, 9:00 P. M
	" arrives at Erie
	ELMIRA MAIL leaves Philadelphia 8:00 A. M
	" Williamsport 6:10 P. M
	" arrives at Lock Haven 730 P. M
	KASTWARD,
	MAIL TRAIN leaves Erie 845 A. M
	" Williamsport 9-15 P. M
	" arrives at Philadelphia 6:10 A. M
	ERIE EXPRESS leaves Erie 320 P. M
	" Williamsport 425 A. M
	" nrrives at Philadelphia 1,20 P. M
	ELMIRA MAIL leaves Lock Baven 650 A. M
	" Williamsport 845 A. M
	" arrives at Philadelphia 7:15 P. M
	BUFFALO EXP. leaves Williamsport 12-20 A. M
	" Harrisburg 5:10 A. M
9	arrives at Philadelphia., 9:25 A. M
	Express East connects at Corry, Mail East at Corr
U	and Irvineton, Express West at Irvineton, with
	trains of On Creek and Allegheny River Railroad. ALFRED L. TYLER.
	ALPRED In Classe,

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND
BOILER WORKS.—NEAFIE & LEVY,
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS, BOILER
MAKERS, BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been et
clusively engaged in building and repairing Marine and
River Engines, high and low-pressure. Iron Boilors, Water
Tenks. Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick despatch. Every description of pattern
making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers of the best Penn
sylvania Charcoal Iron. Forgings of all sizes and kinds,
Iron and Brass Castings of all descriptions. Roll Turning,
Screw Cutting, and all other work connected with the
above business.

Drawings and specifications for all work done at the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE.

JACOB C. NEAFIR, JOHN P. LEVY, BEACH and PALMER Streets.

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,
PHILADELPHIA.
MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.

Bollers, Gasometers, Tanks, Iron Boats, etc. Iron Frame Roofs for Gas Works, Workshops, and Railroad Stations, etc. Retorts and Gas Machinery of the latest and most

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oil Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Agents for N. Billeax's Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines.

CIRARD TUBE WORKS.

JOHN H. MURPHY & BROS. Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA.

WORKS. TWENTY-THIRD and FILBERT Streets. OFFICE. No. 42 North FIFTH Street.

ICE CREAM AND WATER ICE.

THE NEAPOLITAN ICE CREAM AND WATER ICES.

THE PUREST AND BEST IN THE WORLD. This celebrated Brick Ice Cream and Water Ice can be

This celebrated Brick Ice Cream and Water Ice can be carried in a paper to any part of the city, as you would candy. Fitteen or twenty different kinds of them are kept constantly on hand, and ONE HUNDRED DIFFERENT FLAVORS can be made to order for those who desire to have something never before seen in the United States, and superior to any Ice Cream made in Europe.

Principal Depot—No. 1224 WALNUT Street.
Branch Store—No. 1020 SPRING GARDEN Street.

13. ALLEGRETTI.

CARPENTERS AND BUILDERS. R. R. THOMAS & CO., DEALERS IN

Doors, Blinds, Sash, Shutters WINDOW FRAMES, ETC.,

N. W. CORNER OF EIGHTEENTH and MARKET Streets

5 26 8m PHILADELPHIA. CEORCE PLOWMAN

CARPENTER AND BUILDER,

No. 134 DOCK STRET, PHILAEEDLPHIA

NOW IS THE TIME TO CLEANSB YOUR HOUSE.

WINCHER, HARTMAN & CO.'S WASHING AND CLEANSING POWDER Is unequalled for scrubbing Paints, Floors, and all house hold use. Ask for it and take no other. W. H. BOWMAN, Sole Agent, 425 Sep. No. 1156 FRANKFORD Road.

E ASTON & MCMAHON.

REMPPING AND COMMISSION MERCHANTS

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 Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Camal Boats and Steam-tugs furnished at the kortest notice.

THOMSON'S LONDON KITCHENED or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES, Also, Philadelphia Hanges, Hot-Air Fri naces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Gocking Stoves, etc., wholesals and retal, by the masurfacturers, SHARPE & THOMSON, STWIMERS

OTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Truck, and Wagon-cover Duck. Also, Paper Manufacturers rier Felts, from thirty to seventy-six inches wide: aulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN, 125;

No. 103 CHUECH Street (City Stores).

RAILROAD LINES.

READING RAILROAD. GREAT TRUNK LINE A FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS.
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, JULY 19, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:— MORNING ACCOMMODATION.
At 730 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6:50 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Petsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pisston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READIN-3 with

The 7-30 A. M. train connects at READIN-3 with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Camberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

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

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-25 A. M., stopping at inter-

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:20 A. M. Returning, leaves Philadelphia at 4:20 P. M.; arrives in Pottstown at 6:40 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.

rives in Reading at S P. M., and at Pottsville at 9:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Tharrisburg Accommodation leaves Reading at '15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45, muon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run dally, Sundays excepted.

phia and all way stations.

All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at S A. M., and
Philadelphia at S-15 P. M. Leave Philadelphia for
Reading at S A. M.; returning from Reading at
425 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains

points take the 7-30 A. M., 12-45, and 4-26 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1-90 and 5-45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7-30 A. M., 4-30 and 5-15 P. M. trains for Philadelphia, returning from Skippack at 6-15 and 8-15 A. M. and 1-90 P. M. Stage lines for the sections results in Participant. Values

Skippack at 645 and 845 A. M. and 140 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 145 A. M. and 159 and 1049 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Ratiroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on

more, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Piffsburg at 850 and 550 A. M. and 1050 P. M., passing Reading at 544 and 731 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1230 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

change. A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M.

and 2:15 and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8:55 A. M. and 3:20 P. M.
for Pinegrove and Harrisburg, and at 12:10 noon for
Pinegrove and Tremont, returning from Harrisburg
at 7:45 A. M. and 3:40 P. M., and from Tremont at
6:46 A. M. and 5:45 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to
all the principal points in the North and West and
Canadas.

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

day only, are sold at Reading and intermediate sta-tions by Reading and Potistown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolis, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent. discount, between any points de-

sired, for families and firms

stred, for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 each, for families and firms.

SEASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and

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

MAILS Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the

principal stations only at 2:15 P. M.

FREIGHT TRAINS

Leave Bhiladelphia daily at 4:35 A. M., 12:45 noon,
5 and 7:15 P. M., for Reading, Lebanon, Harrisburg,
Pottsville, Port Clinton, and all points beyond.

BAGGAGE.

Dungap's Express will collect baggagg for all trains

Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot, Thirteenth and Callowhili streets.

NORTH PENNSYLVANIA RAILROAD.— FOR BETHLEHEM, DOYLESTOWN, MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays

At 7.45 A.M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hasleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkbannock.

hannock.

At 945 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads.

At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.

At 5.06 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

For Port Washington at 645 and 1045 A. M., and U.30 P. M.

For Abington at 1.15, 3.15, 5.20, and 8 P. M.

U.30 P. M.
For Abington at 1.15, 3.15, 5.20, and 8 P. M.
For Lansdale at 6.20 P. M.
Fifth and Sixth Streets, Second and Third
Streets, and Union City Passenger Railways run to
the new Depot.
TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9.00 A. M., 2.10, 4.45, and 8.25
P. M.

From Boylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdate at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and 10 P. M. From Abington at 2-35, 4-35, 6-45, and 9-35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6:30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 106 S. FIFTH Street.
ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE THE ADAMS EXPRESS Court forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

E. OOLEMAN,
Superintendent, RAILROAD LINES.

1869. FOR NEW YORK. THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARE.

At 6:30 A. M., via Camden and Amboy Accom. . \$2:25
At S. A. M., via Camden and Amboy Express. . . . 3:00
At 2 P. M., via Camden and Amboy Express. . . . 3:00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2 P. M., for Freehold.

At S. A. M., and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At S and 10 A. M., 12 M., 2, 3:30, and 4:30 P. M., for Trenton.

Trenton.
At 6:90, S., and 10 A. M., 12 M., 3, 3:90, 4:90, 6, 7, and 11:90 P. M. for Bordentown, Fiscence, Burlington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Hiverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 11:00 P. M. line leaves Market Street Ferry, (upper 20%).

(upper side).

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3.

At 740 and 11 A. M., 220, 820, and 5 P. M. for Trenton and Bristel, and 1015 A. M. and 6 P. M. for At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris At 7:30 and 11 A. M., 2:30 and 3 F. M. for Morrisville and Tullylown,
At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for
Schenck's and Eddington,
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for
Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoning, Bridesburg, and Frankford, and at 8:30
P. M. for Holmesburg and intermediate stations,
FROM WIST PHILADELPHIA DEPOR.

Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New
York Express Lines, via Jersey City. Farc, \$3:25.

At 9:30 A. M., Emigrant Line Farc, \$2.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for

Trenton.
At 9 30 A. M., 4, 6-45, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrowille, Tallytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoining, Bridesburg, and

Frankford. The 9-30 A. M., 8 and 12 P. M. Lines will run daily. The 9-30 A. M., S and 12 P. M. Lines will run daily. All others, Sandays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at the sant, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Walnut within one square. Ou Sundays the Market Street cars will run to connect with the 9-30 A. M., S and 12 P. M. lines.

BELVIDERE DELAWARE FAILROAD LINES.

FROM KENSINGTON DEFOR.

At 7-20 A. M. for Ningara Fails, Buffalo, Dunkirk, Elmira, Ithnes, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easten for Manch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE). FROM MARKET STREET FERRY UPPER SIDE).

At 7 and 10 A. M., 1, 215, 330, 5, and 630 P. M., for Merchantville, Moorestown, Limitord, Masonville, Hainesport, Mourat Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton, At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown, At 7 A. M., 1 and 330 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharen, and Hightstown, William H., CATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAH, ROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 2045, 10, 11, 12 A. M., 1, 2, 34, 38, 4, 425, 505, 54, 6, 03, 7, 8, 9, 10, 11, 12 P. M.

P. M.
Leave Germantown at 6, 7, 70%, 8, 8420, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6, 7, 8, 9, 10, 11 P. M.
The 820 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 945 A. M., 2, 405, 7, and 10%
P. M.

Leave Germantown at S 15 A. M., 1, 3, 6, and 9% P. M. CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 19, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill at 7:10, 8, 2:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 1:50 P. M. 9 25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philade phia at 6, 7%, 9, and 11 06 A. M., 1½,
3, 4½, 5, 5½, 6¼, 8 95, 10 05, and 11½ P. M.
Leave Norristown at 5 40, 6½, 7, 7½, 9, and 11 A.
M., 1½, 3, 4½, 6½, 8, and 9½ 1. M.
The 7½ A. M. train from Norristown will not stop Mogee's, Potts' Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only

at School lane, Manayunk, and Conshohocken.
ON SUNDAYS. Leave Philadelphia at 9 A. M., 21/2, 4, and 71/4 P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNE.

Leave Philadelphia at 6, 7%, 9, and 11 95 A. M.,
11%, 3, 41%, 5, 5%, 6%, 895, 10 00, and 11% P. M.
Leave Manayank at 610, 7, 7%, 8 10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 830, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only at School lane and Manayank.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 24%, 4, and 7% P. M.

Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M. Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

SHORTEST ROUTE TO THE SEA SHORE. CAMDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1% HOURS.
TAKES EFFECT SEPT. 1, 1869.

Through trains leave Vine Street Ferry as fol-Freight (with passenger car).
Express, through in 13/2 hours.
Atlantic Accommodation. 4·15 P. M Local trains leave Vine street:-Atco Accommodation.

Haddonfield do.

Hammonton do.

Keturning, leave ...10·15 A. M. ...2·00 P. M.5·45 A. M.

Cakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or estrage at Atlantic City.

NOTICE: Olty.
The 2 P. M. Express Train will be discontinued

om this date.

WEST CHESTER AND PHILADELPHIA Leave Philadelphia from New Dapot, THIRTY, FIRST and CHESNUT Street, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-35 P. M., 7-15 and 11-30 P. M. Leave West Chester from Depot, on East Market Proof. street, at 625 A. M., 725 A. M., M., 155 P. M., 450 P. M., and 640

D. H. MUNDY, Agent.

treet, at 6-25 A. M., 7-25 A. M., 7-10 A. M., 10-10 A. L., 1-25 P. M., 4-50 P. M., and 6-45 P. M. Leave Philadelphia for B. S. Junction and interactinte points at 12-30 P. M. and 5-45 P. M. Leave C. Junction for Philadelphia at 5-30 A. M. and 1-45 M. P. M.
Train leaving West Chester at 7-40 A. M. will stop at B. C. Junction, Lenni, Glea Riddle, and Media; leaving Philadelphia at 4-35 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7-25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4-25 P. M., and will change

caving Philadelphia at 425 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A. M. and 2:20 P. M. Leave Philadelphia for B. C. Junction at 7:15 P. M.
Leave West Chester for Philadelphia at 7:45 A. M.
and 4:45 P. M.
Leave B. C. Junction for Philadelphia at 6:00 A.
M.
WILLIAM C. WHEELER,
General Superintendent.

PHILADELPHIA RASPBERRY, JUCUN DA, Agriculturist, and other Strawberry: Lawton Blackberry Plants: Hartford, Concord, and other Grape Vines. For sale by S. & C. & FLETCHER, Delanco, N. J.

AUDTION BALES.

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 23 and 28 MARKET Street, coruse of Bank street. Successors to John B. Myers & Co. LARGE SALE OF FRENCH AND OTHER EURO.
PEAN DRY GOODS.
On Monday Morning.
Sept. 12, at 19 o'clock, on four months' credit.
P7 5t
RIBBONS.

Included in sale of Monday next, 15th instant, 600 cartons bonnet and sash ribbons, of a wall-knows mportation. 984t. Also, colored bonnet velvets, satins, gros de Napies, etc. SALE OF 2000 CASES BOOTS, SHOES, ETG. On Tuesday Morning, 98 5t. September 14, at 10 o'clock, on four months' credit.

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, Sept. 16, at 10 o'clock, on four months' credit. 9 to at THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1186
CHESNUT Street, rear entrance No. 1107 Sansom street.

Sale at No. 220 Race street.

DRILL PRESS, HAND LATHES, ANVILS, BLACK-SMITHS TOOLS, 20-HORSE CYLINDER BOILER, SHAPTINGS, PULLEYS AND HANGERS, RTC.

On Tuesday Morning.

Sept. 14, at 10 o'clock, by estalogue, at No. 220 Race street, will be sold:—I drill press; 2 hand lathes; lot of shatting, pulleys, and hangers; anvils, let of blacksmiths' tools; lathes; patterns one 25 horse eylinder boiler; beam scales; lot of machine tools, such as taps, dies, etc. 27 6t

Sale at No. 1900 Green street.

WALNUT AND MAHOGANY PARLOR, CHAMBER,
DINING ROOM AND KITCHEN FURNTURE,
CARPETS, CHINA, GLASSWARE, ETC.
On Thursday Morning.
Sept. 16, at 16 o'clock, at No. 1800 Green street, will be
sold, the entire household furniture, carpets, cir.
Particulars hereafter.

97.64

C. D. MCCLEES & CO., AUCTIONEERS,

SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. On Monthly Morning. September 13, at 10 o'clock, including a large line of citynade goods. N. B. Sale every Monday and Thursday. MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor.

THE FIRST PHILADELPHIA TRADE SALE OF HEAVY AND SHELF HARDWARE, TABLE AND POCKET CUTLERY, ETC. Will be held at the auction rooms, No. 529 Chesnut Street, in the latter part of September. Particulars bereaiter.

M. THOMAS & SONS, NOS. 139 AND 141 LIPPINCOTT, SON & CO., AUCTIONEERS

BSCOTTS ART GALLERY, No. 1020 CHESNOT

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD. The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets are true within account of the Lord. cars run within one square of the Depet.

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

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chesnut street, or No. 116 Market street, will receive attention.

receive attention

Lancaster Train... Erie Express Harrisburg Accommodation... ...9.40 P. M.

in value will be at the risk of the owner, unless taken by special contract, EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD,—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:-Mail Train at 8:00 A. M. (Sunday excepted), Way Mail Train at 8-30 A. M. (Sunday excepted), for Balthnore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristicid and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Weshington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4-90 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's,

Stanton, Newark, Eikton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run. Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and
7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

modation Trains Sundays excepted.

From Baltimore to Philadelphin—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Stonping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL
RAILROAD TRAINS.

Stopping at all stations on Chester Creek and
Philadelphia and Baltimore Central Railroad.
Leave Philadelphia for Port Deposit (Sundays excepted) at 7 00 A. M. and 435 P. M. Leave Philadelphia for Chadd's Ford at 700 P. M.
The 700 A. M. train will stop at all stations between Philadelphia and Lamokin.
A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays ex-

130 P. M., running to Oxford.
Leave Poit Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M.
Leave Chadd's Ford for Philadelphia at 645 A. M.
A Sunday Train will leave Philadelphia at 840 A.
M. for West Grove and intermediate stations. Returning, will leave West Grove at 430 P. M.
Trains leaving Wilmington at 630 A. M. and 445 P.
M. will connect at Lamokin Junction with 740 A. M.
and 430 P. M. Trains for Baltimore Central Rallroad.

road.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 528 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

HOUSE-WARMING WITH STEAM.—
of all classes with our Patent-improved
which, for efficiency and economy, rivals all simila
methods.