THE DAILY EVENING TELEGRAPH-PHILADELPHIA, THURSDAY, JULY 14, 1870.

THE OIL REGIONS.

New Strikes at Parker's Landing-Daily Production of the Parker and Lawrenceburg Fields-New Wells at Other Points. THE PARKER FIELD.

From the Laurenceburg Independent.

The Charles Hewins well is a new strike on the Conley farm, which has been pumping for some two weeks, producing about eight barrels per day. This well is owned by Charles Hewins and others, of York State.

The Continental, on land of D. S. Allen, about one and a half miles west of Forton, is a new well, struck last week, and is now being tested, with twenty feet of sand and a good show of oil. This well is owned by R. P. Crawford and others of Kittanning. The McClintock well, on Bear creek, near the

old furnace site, has been down and pumping since Monday last, but has thus far failed to pump oil. We are told that the sand rock presented an excellent appearance, and owners and others counted on a good well. There may be something wrong with the pumping apparatus, and the well may yet prove good. The McClin-tock is located not far from the Parsons well, which is a good one.

The Anna well, on Lease No. 11, Conley farm, has been down and pumping for some time, vielding some fifteen barrels per day. This well is owned by Jennings, Brown, Moorhead, Gil-lespie, of Armstrong county, and others. The Moorhead well is a new strike, on the

Conley farm, which makes a good start, and is now pumping twenty barrels per day. This well is owned by Brown and Jennings, of Brady's Bend, and others.

LAWRENCEBURG.

The Rockingham well, in Lawrenceburg, owned by John H. Haines, of Brady's Bend, and others, was sunk several weeks ago, partly through the third sand, and the tools stuck therein so tight that it was found impossible to extricate them. The rig has been removed and a new hole commenced. This is the first case of the kind we have heard of in this region.

The tools have not yet been extricated from the well south of the log house, on Washington street, in Lawrenceburg; but workmen are still laboring away at them with the hope of

eventually being successful. The Complanter well, the engine-house of which was burned some time since, continues to flow about forty barrels per day. A new boiler has been attached to the engine, the engine fixed up, an engine-house erected, and every-thing is now in readiness for pumping; but those having charge of the well consider it best to permit it to continue to flow.

The product of Parker and Lawrenceburg daily is held at 3000 barrels.

AT OTHER POINTS.

The Venango Spectator says:-The Vincent Family well, located on the hill above the Point, was torpedoed about ten days ago, but did not work to the satisfaction of the operators. The tubing and sucker rods were drawn several times without any good results, but on Saturday evening it commenced of its own accord and flowed a considerable amount of oil. On Monday pumping was resumed, and it commenced throwing oil in large quantities, and is now yielding from twenty to twenty-five barrels of oil per day. We are informed that \$18,000 was offered for the well and refused.

The following items we clip from the Petro-

leum Centre Record:--A new well was struck on the bluff territory of the Blood farm about six o'clock Wednesday evening, which started up at the rate of fifty barrels per day, which was kept up until the head was pumped off. Thursday it was yielding from ten to fifteen barrels, which will probably be its production. Owned by Messrs, Freeman and Blood.

A new well was struck on the Huidekoper tract, near Shamburg, on Wednesday, which is said to be yielding fully one hundred barrels per day. This tract adjoins the tract owned by our townsmen, Messrs. Arnold and Phinney. The striking of this well will add largely to the value of their property for all purposes.

published for public information.

THE	DAILY	E
LUMBER		
70 SPRUCE JOIN SPRUCE JOIN HEMLOCK. HEMLOCK.	ST. LO	70
370 BRASONED CLEAN BRASONED CLEAN CHOICE PATTERS SPANISH CEDAR, FOR RED CEDAR	R PINE 10	70
FLORIDA FLOO FLORIDA FLOO CAROLINA FLOO VIRGINIA FLOO DELAWARE FLOO ASH FLOORID WALNUT FLOO FLORIDA STEP B RAIL PLAN	RING. 18 RING. 18 RING. DRING. NG. UNG.	70
70 WALNUT BOARDS AN WALNUT BOARDS AN WALNUT BOAR WALNUT BOAR WALNUT PLAY	ID PLANE 18	70
70 UNDERTAKERS' L UNDERTAKERS' L RED CEDAL WALNUT AND	UMBER. 10	70
570 SEASONED POP SEASONED CHE ASH, WHITE OAE PLANE A HICKORY,	LAR. 18	70
570 CIGAR BOX MAI CIGAR BOX MAI SPANISH CEDAR BOX FOR SALE LO	KERS' 10 X BOARDS,	70
670 CAROLINA ECAN CAROLINA H. T. NORWAY SCANT	SILLS. 10	70
570 CEDAR SHING CYPRESS SHING MAULE, BRC	LES, 18 GLES, 18 THER & CO., 500 SOUTH Stre	70
ANEL PLANK, ALL COMMON PLANK, ALL 1 COMMON BOA 1 and 2 SIDE FENCE WHITE PINE FLOORIN ELLOW AND SAP PINE FI SPRUCE JOIST, ALL SIZES HEMLOCK JOIST, A PLASTERING LATH A ogether with a general asso nber for sale low for cash. 6m No. 1715 RIPGE Avenue	G BOARDS. G BOARES. OORINGS, 1% S. LL SIZES. SPECIALTY, priment of Bull	and
ited States Bu		lill,
FIFTEENTH Street b	elow Marke	ət,
SLER & BI PROPRIETOR Wood Mouldings, Brackets and rk, Hard-rail Balusters and LARGE ASSORTMENT AI	nd General Tur Newel Posts.	19 8m ning
BUILDING MAT		
. R. THOMA		
WINDOW FRAME	-E	ers
N. W. CORNER GHTEENTH and MA 12 12m		
OITY ORDINA	and the second se	
OMMON COUNCIL OF CLEE PHILADELPHI n accordance with a reso Common Council of the c Thursday, the 7th day of nexed bill, entitled "An C Lean for a House of Con	A, July 8, 1870 lution adopted ity of Philadel of July, 1870, Ordinance to Ch	i by phia the reate

	RAILROAD LINES.	-
870	PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, JULY 10, 1870.	READIN from sylvania,
870	The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR- KET Streets, which is reached directly by the Mar- ket street cars, the last car connecting with each	iand, and west, and
	train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the	Leaving Callowhil hours:
870	Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Ches- nut streets, and at the Depot. Agents of the Union Transfer Company will call	At. 7-30 stations, s ing at 6-35
	for and deliver baggage at the depef. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.	At 8.15 Pottsville liamsport falo, Will
870	Mail Train 8:00 A M. Paoli Accommodation, 10 A. M. & 12:50 and 7:10 P. M.	beraburg, The 7.30
010	Fast Line	East Penn etc., and t Lebanen
870	Lancaster Accommodation 4.10 P. M. Parkesburg Train	FORT CL for Willin
	Erie Mail and Pittsburg Express 800 P. M. Way Passencer	HARRIS land Vall for North
870	Paoli Accommodation, 10 A. M. & 12'50 and 7'10 P. M. Fast Line 12'30 P. M. Eric Express 11'00 A. M. Harrisburg Accommodation 2'30 P. M. Lancaster Accommodation 4'10 P. M. Parkesburg Train 6'30 P. M. Cincinnati Express 8'00 P. M. Erie Mail and Pittsburg Express 10'30 P. M. Way Passenger 11'30 P. M. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8	bersburg,
8	o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.	Leaves Pottsville ing and Co
870	Cincinnati Express leaves daily. All other trains daily except Sunday.	PO
0.0	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. 118	termediat A. M. R
870	Market street. Sunday Train No. 1 leaves Philadelphia at 8:49	M.; arrive READIN
010	A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 2 leaves Philadelphia at 640 P. M.; ar-	Leave F Reading
870	rives at Paoli at 740 P. M. Sunday Train No. 1 leaves Paoli at 650 A. M.; arrives at Philadelphia at 810 A. M. Sunday	all way at M. and 9
root.	Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 5:10 P. M.	Return rives in B
SES.— ES.	TRAINS ARBIVN AT DEPOT. Cincinnati Express	9.40 P. M. Mornin Harrisbur arriving
% and	Paoli Accommodat'n, 8-20 A. M. & 3-30 & 6.40 P. M. Parkesburg Train 9-00 A. M. Fast Line and Buffalo Express 9-35 A. M. Lancaster Train 11-55 A. M. Erie Express 540 P. M. Lock Haven and Elmira Express 940 P. M. Pacific Express 940 P. M. Pacific Express 940 P. M. Harrisburg Accommodation 940 P. M. For jurther information apply to JOHN F. VANLEER, JR., Ticket Agent.	Express t Pottsville 7.00 P. M.
	Lancaster Train	Harrish 7.15 A. M ing at R
uilding TZ, plar St.	Facilio Express	Fouth at 9.25 P. M.
	For further information apply to JOHN F. VANLEER, JR., Ticket Agent.	Market leaves Pl
Mill,	No. 901 CHESNUT Street. FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street.	all way s connectin
ket,	SAMUEL H. WALLACE, Ticket Agent at the Depot.	for Philas All the cepted.
ER.	The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing	Sunday
4 29 3m	Apparel, and limit their responsibility to One Hun- dred Dollars in value. All Baggage exceeding	for Reading 4.25 P. M.
urning	that amount in value will be at the risk of the owner, unless taken by special contract. A. J. CASSATT,	Sunday Railroads Cl
HAND,	4 29 General Superintendent, Altoona, Pa.	Passens points te
	N ORTH PENNSYLVANIA RAILROAD- THE SHORT MIDDLE ROUTE TO THE	ingtown
30.,	LEHIGH AND WYOMING VALLEYS, NORTH- ERN PENNSYLVANIA, SOUTHERN AND IN- TERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE	Passen 12.30, and turning i
ters	DOMINION OF CANADA. SUMMER ARRANGEMENT. Takes effect May 16, 1870.	12 45 noo points in Collegev
	Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays	Passen
treets	excepted), as follows:- 700 A. M. (Accommodation) for Fort Washing- ton	from Phil 7.00 and 1
LPHIA.	ton. At 7:35 A.M. (Express), for Bethlehem, Easton, Al- lentown, Mauch Chunk, Wilkesbarre, Williams-	NEW YO
DUT	lentown, Mauch Chunk, Wilkesbarre, Williams- port, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL- WAY for Buffalo, Niagara Falls, Rochester, Cleve-	Leave I passing I necting
PHIA,	land, Chicago, San Francisco, and all points in the Great West.	Pittaburg

RAILROAD LINES.

the Great West. 8 25 A. M. (Accommodation) for Doylestown. 9 45 A. M. (Express) for Bethlehem. Easton, Al-lentown, Mauch Chunk, Williamsport, Wilkesparre, Pittston, Scranton. Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex 11 A. M. (Accommodation) for Fort Washington. 1'16, 3 30, and 5'20 P. M. for Abbrets kailroads.

1'16, 3 30, and 5'20 P. M., for Abington. 1'46 P. M. (Express) for Bethlehem, Easton, Al-entown, Mauch Chunk, Mahanoy City, Wilkes-

RAILROAD LINES.

NO RAILROAD-OREAT TRUNE LINE m Philade'phia to the interior of Penn-, the Schuylkill, Susquehanna, Gumber-id Wyoming Valleys, the North, North-d the Canadas. SPRING ARRANGEMENT Of Passages Trains May 16 1870

Of Passenger Trains, May 16, 1870. In the Company's Depot at Thirteenth and ill streets, Philadelphia, at the following

MORNING ACCOMMODATION. 10 A. M. for Reading and all intermediate , and Allentown. Returning, leaves Read-35 P. M.: arrives in Philadelphia at 9.25 P. M.

MORNING EXPRESS. A. M. for Reading, Lebanon, Harrisburg, le, Pinegrove, Tamaqua, Sunbury, Wil-t, Elmira, Rochester, Niagara Falls, Bur-licesbarre, Pittston, York, Carlisle, Cham-, Hagerstown, etc. 20 A. M. train connects at READING with markers and Read Strains of Markers

30 A. M. train connects at READING with nnsylvania Railroad trains for Allentown, a the 8:16 A. M. train connects with the a Valley train for Harrisburg, etc.; at LINTON with Catawissa Railroad trains Hamoport, Lock Haven, Elmira; etc.; at SBURG with Northern Central, Cumber-Iley, and Schuylkill and Susquehana trains thumberland, Williamsport, York, Cham g. Pinegrova, etc. Pinegrove, etc.

AFTERNOON EXPRESS.

Philadelphia at 8:30 P. M. for Reading b, Harrisburg, etc.; connecting with Read columbia Railroad trains for Columbia, etc TTSTOWN ACCOMMODATION. Pottstown at 6'26 A. M., stopping at in-te stations; arrives in Philadelphia at 8'40 Returning, feaves Philadelphia at 4.00 P. res in Potistown at 6.15 P. M.

NG AND POTTSVILLE ACCOMMODA TION. Pottsville at 5'40 A. M. and 4'20 P. M., and (at 7 30 A. M. and 6'35 P. M., stopping at stations; arrive in Philadelphia at 10'29 A. sing, leaves Philadelphia at 515 P. M.; ar-Reading at 755 P. M., and at Pottsville at

a. ng Express trains for Philadelphia leave urg at \$ 10 A. M., and Pettsville at 9 A. M., g in Philadelphia at 1 P. M. Afternoon trains leave Harris-burg at 250 P. M., and le at 250 P. M., arriving at Philadelphia at d

burg Accommodation leaves Reading at and Harrisburg at 410 P. M. Connect-Reading with Alternoon Accommodation t 635 P. M., arriving in Philadelphia at

t train, with a passeeger car attached, Philadelphia at 12'30 noon, for Reading and stations; leaves Pottsville at 5'40 A. M., ing at Reading with accommodation train adelphia and all way stations.

he above trains run daily, Sundays ex-

y trains leave Pottsville at 8 A. M., and liphia at 3:15 P. M. Leave Philadelphia ling at 8 A. M.; returning from Reading at d. These trains connect both ways with trains on Perkiomen and Colebrookdale

HESTER VALLEY RAILROAD. ngers for Downingtown and intermediate take the 7.30 A. M., 12.30, and 4.00 P. M. rom Philadeiphia. Returning from Down-a at 6.20 A. M., 12.45, and 5.15 P. M. PERKIOMEN RAILROAD.

ngers for Schwenksville take 7:30 A. M., ad 5:15 P. M. trains from Philadelphia, re-from Schwenksville at 6:45 and 8:05 A. M., on, and 4.15 P. M. Stage lines for various a Perkiomen Valley connect with trains at

ille and Schwenksville.

Collegeville and Schwenksville. COLEBROOKDALE RAILROAD. Passengers for Mount Pleasant and intormediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WEST. Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and con-necting at Harrisburg with Pennsylvanta and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Balti-more, etc. more, etc.

Returning Express train leaves Harrisburg on Arrival of Pennsylvania Express from Pittsburg at 5'35 A. M. and 8'50 A. M., passing Reading at 7'23 A. M. and 10'40 A. M., arriving at New York 12'05 noon and 3'50 P. M. Sleeping cars accompany these trains through between Jersey City and

Pittsburg without change. A Mail train for New York leaves Harrisburg at 8-10 A. M. and 2 50 P. M. Mail train for Harris-

Express Train at 11:46 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Con-

stations.

ral Railroad.

and

press.

Hook.

will be furnished with

and Stenmer's Run.

RAILROAD LINES.

RAIL ROAD LINES. 1870. -FOR NEW YORK.-THE CAMDEN ton Railroad Companies' lines from Philadelphis to New York and Way Places. FROM WALNUT STREAT WHARF. At 630 A. M., Accommodation, and 2 P. M., Ex-press, via Camden and Amboy, and at 8 A. M., Ex-press Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City. VIA NEW JERSET SOUTHERN BAILROAD. At 7 A. M. and 3:30 P. M. for New York, Long Branch, and Intermediate places. At 6 90 A. M., 2 and 3:30 P. M., for Freehold. At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad. At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad. At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

At 8 and 10 A. M., 12 M., 2, 8'30, and 8 T. M. to. Trenton. At 6'80, 8, and 10 A. M., 12 M., 2, 8'30, 5, 6, 8, and 11'80 P. M. for Bordentown, Florence, Bur-lington, Reverly, Delanco. and Riverton. At 6'30 and 10 A. M., 12 M., 3'30, 5, 6, 8, and 13'50 P. M. for Edgewater, Riverside, Riverton, brd Palmyra.

11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House. The 11:30 P. M. line leaves from Market Street Ferry (upper side). At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol Bristol At 7:30 A. M., 2:30, and 5 P. M. for Morrisville

At 7-30 a. M., 2-30, and 6 P. M. for Morrisville and Tullytown. At 7-30 and 10.45 A. M., 2-30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, and Holmesburg Junction. At 7 A. M., 12-30, 6-15, and 7-30 P. M. for Bustle-ton, Holmesburg, and Holmesburg Junction. At 7 and 10.45 A. M., 12-30, 2-30, 5 15, 6, and 7-30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford. Frankford.

Frankford. FROM WEST PHILADELPHIA DEPOT, Via Connecting Railroad. At 7 and 9:30 A. M., 12:45, 6:46, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigrant Line, via Jersey City. At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol. At 12 F. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.

daily. All others Sundays excepted. Sunday Lines loave at 9:30 A. M., 6 46 P. M., and 12 night

BELVIDERE DELAWARE RAILROAD LINES

BELL VIDERE DELAWARE RAILROAD LINES FROM RENSINGTON DEFOT. At 7:50 A. M. for Nisgara Falls, Buffalo, Dun-kirk, Eimira, Ithaca, Owego, Rochester, Bingham-ton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre, Schooley's Mountain, etc. At 7:20 A. M. and 3:20 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc. The 3:20 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentewn, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate

At 5 P. M. for Lambertville and intermediate CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 9 A. M., 1, 215, 330, 5, and 630 P. M., and on Thursday and Saturday nights at 1130 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly. At 7 A. M., 215 and 630 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 8 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and

Pemberton. At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3.30 P. M. for Cream Ridge, Im-

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Im-laystown, Sharon, and Hightstown. The 7 A. M. and 3:30 P. M. Lines leave from Wal-nut street wharf. July 5, 1870. WM. H. GATZMER, Agent. **PHILADELPHIA, WILMINGTON, AND BAL-**TIMORE RAILROAD.-TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870. Trains will leave Depot, corner of Broad street 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 Har-rington with Junction and Breakwater Railroad, rington with Junction and Breakwate Railroad, at Har-rington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

nects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for

Eaitimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-deen, Perryman's, Edgewood, Magnolia, Chase's and Stenmer's Run.

and Stemmer's Run. Night Express at 11:30 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Lin-wood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perry-man's and Magnalis,

man's, and Magnolia. Passengers for Fortress Monroe and Norfolk will

WillMINGTON 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 Dela-ware Railroad for Harrington and intermediate

Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00,

and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other ac-

Trains leaving Wilmington at 645 A. M. and 4.00

P. M. will connect at Lamokin Junction with the

"60 A. M. and 4 30 P. M. trains for Baltimore Cen-

rai Railroad.
 From Baltimore to Philadelphia,—Leave Baltimore 7-25 A. M., Way Mali; 9 09 A. M., Express;
 2:35 P. M., Express; 7:25 P. M., Express.
 SUNDAY TKAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark,

Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. On Sundays, leave Philadelphia for West Grove and Intermediate stations at 8 00 A. M.; returning, leit West Grove at 3 55 P. M.

leit West Grove at 3:05 P. M. 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 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.

NEW JERSEY SOUTHERN RAILROAD LINE, NEW HOUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning

AN EXPRESS TRAIN

will be furnished with SPLENDID PALACE CARS, NO CHANGE OF CARS BETWEEN PHILADELPHIA AND SANDY HGOK. ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH. ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:--

from Pier No. 28 NORTH River, foot of Murray stre

at 6.45 A. M. Accommodation and 4.30 P. M. Ex-

press. LEAVE PHILADELPHIA, from foot of WALNUT Street, at 7400 A. M. Accom-monation and 330 P. M. Express. The NARRAGANSETTT STEAMSHIP COMPANY'S

Magnificent Steamers "Flymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hotel in America. Fare between Philadelphia and New York \$3.00

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides." 6 27 C. L. KIMBALL, Superintendent.

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

LEAVE PHILADELPHIA, from depot of P., W

For PORT DEPOSIT at 7 A. M. and 4:30 P. M.

& B. R. R. Company, corner Broad street and Wash-

For OXFORD, at 7 A. M., 4'30 P. M. and 7 P. M. For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2'30 P. M., 4'30 P. M., and

7 P. M. Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 16 A. M. and 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:55 A. M., connect at Chaid's Ford Junc-tion with WILMINGTON & READING R. R. 4:2

in the Afternooon from each end of the route, THE EXPRESS TRAIN

H. F. KENNEY, Superintendent.

take the 1145 A. M. train. WILMINGTON TRAINS.

AUD FION SALES,

THOMAS BIRCH & SON, AUCTIONEERS AN W COMMISSION MERCHANTS, No. 1110 CHES. NUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.
 Sale at No. 1110 Chesnut street.
 ELEGANT WALNUT AND PLUSH PARLOR AND LIBRARY SUITS: Handsome Oiled Walnut Chamber Suits, with Wardrobes to match; Rose-wood Piano Fortes; French Plate Pier and Mantel Glasses, with Tables; Walnut and Oak Dining-room Furniture, Spring, Hair, Husk and Cotton-top Mattresses; Velvet, Brussels, Ingrain and Venetian Carpets; Clothes Hampers, Toilet Sets and Canton China, Psintings and Engravings, Kitchen Furniture, etc.
 On Friday Morning,
 At 9 o'clock, at No. 110 Chesnut street, will be sold, a large assortment of superior-made Furniture, for the parlor, Hbrary, sitting-room, chamber, dining-room and kitchen.

dining-room and kitchen. SECOND-HAND FURNITURE. Also, a large assortment of second-hand furniture, from families, comprising 4 suits of parlor furniture, covered with plush, damask, etc. FIXTURES OF AN ICE OREAM SALOON. Also, tables, chairs, etc., from an ice cream saloon. IRON PUMP.

Also, at 10 o'clock, one of West's great force and lift pumps.

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

BOOTS AND SHOES.

BOOTS AND SHORE, On Friday Morning, July 15, at 11% o'clock, stock of Boots, Shoes, and 7 13 9t Straw Goods.

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street. T. A. MCOLELLAND, AUCTIONEER.

Personal attention given to sales of household fur-

niture at dwellings. Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thurs-

N. B.—A superior class of furniture at private sale

M. THOMAS & SONS, NOS, 139 AND 141 S. FOURTH STREET.

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

Bunting, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co. O S E P H P E N N E Y, AUCTIONEER, No. 1307 CHESNUT STREET. [6 23 tf

TN LOUISVILLE, KY GEORGE W. ANDERSON. H. C. STUCKE. THOMAS ANDERSON & CO.

AUCTIONEERS AND COMMISSION MERCHANTS, EQUIDATION AND COMMISSION MERCHANTS, LOUISVILLE, KY. Business strictly Commission. All suction sales excla-sively for cash. Consignments solicited for auction or private sales. Regular auction sales of boots, shoes, and hats every Thursday.

Thursday. Regular auction sales of dry 'goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 cm

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE. THROUGH IN 1% HOURS. FIVE TRAINS DAILY TO ATLANTIC CITY. On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:-Succial Exemption (when energed)

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the

sale of through tickets only, Passengers are allowed to take wearing apparel

only as baggage, and the Company will not be re-sponsible for an amount exceeding one hundred dollars, unless a special contract is made for the

Agent. PHILADELPHIA AND ERIE RAILROAD. SUMMER TIME TABLE. On and after MONDAY, May 30, 1870, the trains en the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot. Wast Philadelphia

WESTWARD.

WESTWARD. MAIL TRAIN leaves Philadelphia - 10 20 P. M. "Williamsport - 8 00 A. M. arrives at Erie - 7 49 P. M. ERIE EXPRESS leaves Philadelphia 10 50 A. M. "Williamsport - 8 15 P. M. arrives at Erie - 7 25 A. M. ELMIRA MAIL leaves Philadelphia - 7 50 A. M. "Williamsport - 6 00 P. M.

" Williamsport 6:00 P. M. " arrives at Lock Haven 7:20 P. M. BALD EAGLE MAIL leaves Williams-

Haven - 245 P. M. BASTWARD. MAIL TRAIN leaves Erie - 850 A. M. "Williamsport 925 P. M. "arrives at Philadelphia 620 A. M. ERIE EXPRESS leaves Erie - 900 P. M. "Williamsport 815 A. M. "Williamsport 815 A. M. "arrives at Philadelphia 620 P. M. ELMIRA MAIL leaves Williamsport 1225 A. M. "arrives at Philadelphia 950 P. M. BUFFALO EXP. leaves Williamsport 1225 A. M. "arrives at Philadelphia 926 A. M. "arrives at Philadelphia 926 A. M. "arrives at Philadelphia 926 A. M. "arrives at Philadelphia 920 A. M. "arrives at Philadelphia 926 A. M. "arr. Williamsport 1250 P. M. BALD EAGLE EX. leaves Lock Haven 938 P. M. Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Oreek and Allegheny River Railroad. W. A BALD WIN

Oil Oreek and Allegheny River Railroad. WM. A. BALDWIN,

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS. COMMENCING THURSDAY, JUNE 30, 1870.

ferry), at 8-00 A. M., Mail for Bridgeton, Salem, Vineland, 8-00 I. M., Mail for Bridgeton, Salem, Vineland,

8:00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations. 9:00 A. M., Mail and Express for Cape May. 11 45 A. M., Woodbury Accommodation, 3:15 P. M., Accommodation for Cape May, Mill-ville. Vineland, and way stations below Glassboro. 3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

4.00 P. M., Fast Express, for Cape May only. 5.46 P. M., Passenger for Swedesbaro and Clay-

ton, stopping at all stations on signal. Sunday Mail Train leaves Philadelphis at 7.15

M.; returning, leaves Cape May at 510 P. M. Commutation tickets at reduced rates between

Commutation tickets at reduced rates between Philadelphia and all stations. Cape May Season Tickets, good for four months from date of purchase, \$50. Annual Tickets, \$100. Freight Train leaves Camden daily at 920 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton. Freight received in Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 228 S. Delaware avenue. 2 18 WM. J. SEWELL, Superintendent.

CAMDEN AND AMBOY AND NEW JERSEY

SOUTHERN RAILROADS.

FOUR DAILY TRAINS (Sundays excepted), with-

out change of cars, leave Philadelphia, Walnut

Due Long Branch 654 P. M.

The 7 A. M. and 3:30 P. M. lines run via Pember-

W. H. GATZMER, Agent.

7:00 A. M. Due Long Branch 10:45 A. M. 8:00 " Due Long Branch 12:16 P. M.

2.00 P. M. Due Long Branch 6.03 P. M.

Palace Cars attached to 3'30 P. M. line.

Fare Philadelphia to Long Branch, \$2 50.

ton; SA. M. and 2 P. M. lines run via Freehold.

Swedesboro, and intermediate stations.

LONG B

Street wharf.

8-80 ...

1113300

Leave Philadelphia, foot of Market street (upper

" arrives at Lock

D. H. MUNDY

Agent.

- 1.30 P. M.

Haven - . 2.45 P. M.

General Superintendent.

BRANCH

Returning, leave-Haddonfield at 7:15 A. M., 1 P. M., and 3 P.

Atco, at 6-22 A. M. and 12-15, noon. ON SUNDAYS.

and 6 P. M.

6 28

Philadelphia:-

PRODIGAL SONS AND DAUGHTERS.

Returned Emigrants from South America-Destitution and Poverty. The arrival of a United States steamer at a Southern port with a number of returned American exiles or emigrants on board has been reported by telegraph in these columns. From the Charleston Courier of the 11th instant we

gather the following details:-The United States steam ship of war Quinnebaug, Commander E. Barrett, arrived at this port yesterday morning, from St. Thomas, in thirteen days. The Quinnebaug originally left New York, August 31, 1867, and is now returning home after a full three years cruise in the Brazilian or South Atlantic Squadron.

The chief feature of interest connected with the arrival of the vessel is the presence on board of a number of those unfortunate emigrants who, at the close of the war, were induced to leave their homes with a view of bettering their shattered fortunes. There are on board the vessel thirty-four persons, men, women, and children, who left the South at the close of the war, and whom Commander Barrett found at Pernambuco and Para in a destitute and starving condition. They were taken on board and furaished with transportation to the nearest United States port, by order of the President of the United States. Their forlorn condition should be a terrible warning to those who are looking to emigration. They will be disembarked to-day, and will be furnished with transportation to their homes. Dr. Lebby the Health Officer of the Port, Rev. W. B. Yates, and the officers of the vessel have been unceasing in their efforts to provide for their comfort. The officers and the crew of the vessel have subscribed \$200 for the purpose of relieving their wants, and as these unfortunate people belong to our own sunny South, they have a peculiar claim on our charity.

We are informed by the captain that he left thirty-seven persons and three families at Pernambuco and four or five families at Para, who are also in a starving and destitute condition, but who were detained by the Brazilian Government refusing to grant them the necessary passports. This fact will be promptly reported at Washington, and the steps necessary to free these persons taken at once.

The following are the names of the passengers on board:-

Francois Vantrot, Mrs. F. Vautrot, Louis Vantrot, Joseph Sibille, Mrs. J. Sibille, Lou Sibille, Emilie Si-bille, Victor Hugo Sibille, Joseph Sibille, Jr., Josiah Johnson, Mrs. J. Johnson, Lou Johnson, Josiah Johnson, Jr., Leora Johnson, William Johnson, Solomon Johnson, Mrs. S. Johnson, Solomon Johnson, Solomon Johnson, Mrs. S. Johnson, Solomon John-son, Jr., Emilia Johnson, Helen Johnson, Mrs. W. MacNett, Horace Andres MacNett, Thurston Andres MacNett, Hilaire Andres MacNett, Early Andres MacNett, Hilaire Andres MacNett, Early Andres MacNett, Mary Andres MacNett, Mrs. Desire Arraud, Mrs. Dr. Drouhin, and Anna Drouhin-all from St. Laundry Parish, Louisiana; William MacNett of Virginia; Margaret Joiner, Mary Jane Joiner, Priscilla Joiner, and Jocilla Joiner-all of Mobile, Alabama. The Joiner family were taken on board at Para.

-The agricultural societies of France are organizing an international congress of agriculturalists to be held in France next year. It promises to be an interesting affair.

-Eleven Catholic prelates, twenty-nine dea-cons, and one hundred and thirty priests have sent in a strong remonstrance to the Russian Government against the substitution of the Russian for the Latin language in the ritual.

-The sponge fishery at the island of Rhodes has been so greatly facilitated by the use of the skaphender or diving machine, of which 200 are now in use on the coast, that the price of the article is very rapidly falling. -The Swedish fleet, now ready for imme-

diate service-twelve vessels, with sixty-five guns, including four monitors-costing 7,870,000 rixdalers, and eleven coast vessels, with fifteen guns, and costing 1.172,000 rixdalers.

-There is some talk of remodelling the construction of railroad cars in France on the plan of those now used in Switzerland, an improve-ment that would require a recasting of all the rolling iron work on the French railways.

-The Norwegian steamers now running direct between Christiania and Havre are bringing consignments of fine northern fish preserved in ice, which reach Paris in perfect condition in three days from the point of shipment.

Clerk of Common Council.

JOHN ECKSTEIN,

A N ORDINANCE To Create a Loan for a House of Correction. Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, for a House of Correction, five hundred thousand dollars, for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes. Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the in-

come of the corporate estates and from the sum raised by taxation a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to the Common Council on Thursday, July 7, 1870, entitled "An ordi-nance to create a loan for a House of Correction;" and the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall 7824t have been made.

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS - NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Bollers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; having sets of patterns of different sizes, are pre-pared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Bollers of the best Pennsylvania Charcoal Iron. Forgings of all size 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 establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for The subscribers have ample what dock-room for repairs of boats, where they can live in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights. JACOB C. MEAFLE, JOHN P. LEVY,

BEACH and PALMER Screets. B 15;

GIRARD TUBE WORKS AND IRON CO.

JOHN H. MURPHY, President,

PHILADELPHIA, PA. MANUFACTURE WROUGHT-IRON PIPE

and Sundries for Plumbers, Gas and Steam Fitters WORKS, TWENTY-THIRD and FILBERT Streets.

Office and Warehouse, No. 42 N. FIFTH Street.

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk and Wagon cover Duck. Also, Faper Manufacturerer Drier Felts, from thirty to sevenity six inches, with Paulins, Belsing, Sail Twine, etc. JOHN W. EVERMAN, No. 10 OMURCH Street Out Stores.

barre, Pittston, and Hazleton. 2 30 P. M. (Accommodation) for Doylestown.

At 3 20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk. 4.15 P. M. (Mail) for Doylestown. 5.00 P. M. for Bethlehem, Easton, Allentown,

and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale.

8'00 and 11'30 P. M. (Accommodation) for Fort Washington. The Fifth and Sixth streets, Second and Third

streets, and Union Lines City Cars run to the

Bethiehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and Doylestown at 8.25 A. M., 4.40 and 7.05 P. M.

Lansdale at 7.30 A. M. Fort Washington at 9 20 and 11.20 A. M., 3.10 and 9.45 P. M.

P46 P. M. Abington at 2°35, 4°55, and 6°45 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Loylestown at 2 00 P. M. Philadelphia for Fort Washington at 8°30 A. M. and 7°00 P. M.

and 7.00 P. M. Doylestown for Philadelphia at 6.30 A. M. Bethlehem for Philadelphis at 4:00 P. M. Fort Washington for Philadelphia at 9:30 A. M.

and 8:10 P. M. Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NOR-RISTOWN RAILROAD. TIME TABLE.

TIME TABLE. On and after MONDAY, June 6, 1870. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 3½, 3½, 4, 4½, 605, 5½, 6, 6½, 7, 8, 9, 1005, 11, 12 P. M.

Leave Germantown 6, 655, 7%, 8, 820, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M. The 520 down train, and 3% and 5% up trains, will not stop on the Germantown Branch.

ON SUNDAYS. Leave Philadelphis at 94 A. M., 2, 4.05, 7, and

10% P. M. Leave Germantown at 81/4 A. M., 1, 3, 6, and 93/4

P. M. CHESNUT HILL RAILROAD. Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 8%,

63., 7, 9, and 11 P. M. Leave Chesnut Hill 7'10, 8, 9'40, and 11'40 A. M.,

1'40, 3'40, 6'40, 6'40, 8'40, and 10'40 P. M. ON SUNDAYS. Leave Philadelphia at 9'4 A. M., 2 and P. M. Leave Chesnut Hill at 7'50 A. M., 12'40, 5'40, and 9'25 P. M.

Passengers taking the 0.55, 9 A. M., and 61/4 P. M. trains from Germantown will make close connec-tions with the trains for New York at Intersection

FOR CONSHOHOCKEN AND NORRISTOWN.

48

Station.
FOR UONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia 6, 7%, 9, and 11 05 A. M., 1%, 3, 4%, 4, 6%, 6%, 806, 10, and 11% P. M. Leave Norristown 5%, 625, 7, 7%, 869, and 11 A.
M., 1%, 3, 4%, 6%, 8 and 9% P. M.
M., 1%, 3, 4%, 6%, 8 and 9% P. M.
ON SUNDAYS.
Leave Philadelphila 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphila 6, 7%, 9, and 1105 A. M., 1%, 3, 4%, 5, 6%, 6%, 805, 10, and 11% P. M.
Leave Philadelphila 6, 7%, 9, and 1105 A. M., 1%, 3, 4%, 5, 6%, 6%, 805, 10, and 11% P. M.
Leave Manayunk 6, 655, 7%, 8 10, 920, and 11%
A. M., 2, 3%, 5, 6%, 8%, and 10 P. M.
Leave Manayunk 7% A. M., 1%, 6% and 9% P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.
Leave Philadelphia 9 A. M., 1%, 6% and 9% P. M.
PLYMOUTH RAILROAD.
Leave Philadelphia 5 P. M.
Leave Plymouth 6% A. M.
The 7% A. M. train from Norristown will not stop at Mogre's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Mansyunk, Green Tree, and Comshohocken.
Passengers taking the 7, 906 A. M. and 6% P. M.
trains from Ninth and Green streets will make close connections with the trains for New York at In-tersection Station.
The 9% A. M. and 6 P. M. trains from New York

tersection Station. tersection Station. The 9% A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Ger-mantown to Ninth and Green streets. 5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CEN-

THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD CO. TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9-25 A. M. and 4-25 F. M., on arrival of trains from Baltimore. OXFORD at 6-05 A. M., 10-25 A. M., and 5-30 F. M. CHADD'S FORD at 7-26 A. M., 19-00 M., 1-30 F. M., 4-45 F. M., and 6-49 F. M. Passengers are allowed to take wearing apparel only as baggage, and the company will not be re-sponsible for an amount exceeding one hundred dollars unless a special contract is made for the same. HENRY WOOD, HENRY WOOD, satze.

General Superintendent.

at 8'10 A. M. and 2'50 F. M. Main train for Harris-burg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 6'50 and 11'30 A. M., and 6'50 P. M., returning from Tamaqua at 8'35 A. M., and 1'40 and 4 50 P. M. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD. Trains leave Auburn at 8'55 A. M. for Pinegrove and Harrisburg and at 19'05 noon for Pinegrove

and Harrisburg, and at 12.66 noon for Pinegrove, Tremont, and Brookside, returning from Harris-burg at 3.40 P. M., from Brookside at 3.45 P. M., and from Tremont at 6.25 A. M. and 5.05 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 dey only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation

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

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Fhiladelphia, or of G. A. Nicolls, General Superintendent, Rending. COMMUTATION TICKETS.-At 25 per cent.

discount, between any points desired, for families and firms

MILEAGE TICKETS .- Good for 2000 miles, between all points, at \$47.00 each, for families and

hrms. SEASON TICKETS.—For one, two, 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 hall fare.

and wives to tickets at half mre. EXOURSION 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 Callowhill streets

FREIGHT .- Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MALLS 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 Philadelphia daily at 4.55 A. M., 12.30 ncon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Olinton, and

oints beyond. BAGGAGE .- Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOUKTH Street, or at the Depot, THIRTEENTH and CALLOW-HILL Streets.

WEST CHESTER AND PHILADELPHIA RAIL-

W ROAD COMPANY. On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-

leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:-FROM PHILADELPHIA.
6:45 A.M., for B. C. Junction, stops at all stations.
7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
11:50 A. M. for B. C. Junction stops at all stations.
4:15 P. M. for West Chester stops at all stations.
4:15 P. M. for West Chester stops at all stations.
4:25 P. M. for West Chester stops at all stations.
4:35 P. M. for West Chester stops at all stations.
4:35 P. M. for West Chester stops at all stations.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all

running on and after June 1, 1870, stopping at all stations P. M. for West Chester stops at all stations.

6'55 P. M. for West Chester stops at all stations. 11'30 P. M. for West Chester stops at all stations. FOR PHILADELPHIA.

5-25 A. M. from B. C. Junction stops at all stations. 6 30 A. M. from West Chester stops at all stations. 7-40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C.

15. A. M. from B. C. Junction stops at all stations. 10-00 A. M. from West Chester stops at all stations. 1-05 P. M. from B. C. Junction stops at all stations.

P. M. from B. C. Junction stops at all stations.
 155 P. M. from West Chester stops at all stations.
 455 P. M. from West Chester stops at all stations.
 connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
 655 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
 900 P. M. from B. C. Junction. This train com-mences running on and after June 1st, 1870, stop-net all stations.

ping at all stations. ON SUNDAYS, ON SUNDAYS, 8.05 A. M. for West Chester stops at all stations, con-necting at B. C. Junction with P. & B. C. R. R. 2.30 P. M. for West Chester stops at all stations. 4.30 A. M. from West Chester stops at all stations. 7.50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R. W. C. WHEELER, Sup't,